



CAP 598

**PASSENGERS AT SCOTTISH AIRPORTS
IN 1990**

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Preface

The Civil Aviation Authority has an important policy role to play in advising the Government on matters concerning airports and has a duty to ensure that up to date and relevant information is available on which such advice may be based. In particular, Chapter 16, Section 16 (2) of the 1982 Civil Aviation Act states:

"It shall also be the duty of the Authority –

- (a) to consider what aerodromes are in its opinion likely to be required from time to time in the United Kingdom in addition to or in place of or by way of alteration of existing aerodromes; and
- (b) to make recommendations to the Secretary of State arising out of its consideration of the matter,"

Surveys such as the one whose results are described in this report help the Authority to meet this requirement. The success or failure of an air passenger survey depends to a large extent on the help and co-operation of the people on the spot. This involves not only the expertise of the interviewer and the willingness of the passenger to be interviewed, but also the attitude of airport staff, airline staff, immigration officers, customs officials and others towards the presence of interviewers within or near their own working areas. We would like to thank them for the assistance they gave towards the smooth running of the 1990 survey.

Summary

The 1990 origin/destination survey was conducted at five Scottish airports – Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick against the background of the invasion of Kuwait by Iraq in August, the developing economic recession in the UK and other industrialised countries and the decision by the Secretary of State in the Spring to allow North American flights to operate from Scottish airports other than Prestwick. The five airports included in the survey handled nine million passengers in 1990 and accounted for 9% of the total UK market. All the airports, with the exception of Inverness, had been surveyed before in 1982 since when there had been significant growth in traffic levels.

Traffic Levels and Type of Passengers

At Aberdeen Airport, traffic levels fluctuated during the 1980s largely reflecting the demand from the oil related industry. Traffic in 1990 was 18% ahead of levels recorded in 1982, with 15% of passengers still travelling on international services and 85% on domestic services.

Fewer passengers were changing flights and the proportion of foreign passengers using the airport dropped from 16% to 11%. UK domestic business passengers continued to dominate the airport accounting for six in ten passengers.

Traffic at Edinburgh more than doubled between 1982 and 1990 from 1.2 million to 2.5 million passengers, the largest growth recorded of all of the Scottish airports. The market share of UK business passengers on domestic flights increased from 44% to 53% whilst the proportion of foreign passengers declined from 25% to 16%. The UK charter market also lost ground down from 15% to 8%.

In 1990, Glasgow was still the dominant airport in Scotland and with 4.3 million passengers was the fourth largest in the UK. Four in ten passengers used international services and six in ten domestic services. The first effects of the transfer of North American services were felt with 16% of passengers travelling on international scheduled flights in 1990 compared to 10% in 1989; two thirds of this increase was directly attributable to North American services. The proportion of foreign passengers was unchanged at 13% though the proportion of business passengers was down slightly from 45% to 43% compared to 1982.

Inverness was surveyed for the first time in 1990; no international services operated from the airport and very

few passengers changed flights. The rate of traffic growth varied over the 1980s but since 1987 had increased more consistently year on year to stand at 216,000, representing a 62% increase over the decade. Approximately half the passengers using the airport were travelling on business and half on leisure. One in five leisure passengers was foreign.

The transfer of services to Glasgow profoundly affected Prestwick Airport where traffic levels dived from 317,000 in 1989 to 93,000 in 1990. No passengers changed planes at the airport and nine in ten were travelling for leisure reasons. One bright spot was the UK originating inclusive tour market to North America which was negligible in 1982 but stood at 12,000 passengers in 1990.

Surface Origins/Destinations and Surface Access

The sphere of influence of the Scottish airports was very much as expected with the majority of passengers from the Highland Region using Inverness, the majority of Grampian Region passengers using Aberdeen, the majority of Lothian and Borders Region passengers using Edinburgh and the majority of Strathclyde and Dumfries and Galloway passengers using Glasgow.

The catchment pattern of Aberdeen appeared to have changed with almost two in three passengers travelling to or from the City of Aberdeen compared to just over half in 1982. Half the passengers continued to use private cars and 36% taxis (30% in 1982). The average journey time into the City of Aberdeen was only 18 minutes.

The pattern of origin/destination at Edinburgh was unchanged in 1990 with around half the passengers travelling to or from points in the City of Edinburgh. A lower proportion of passengers (56%) used private cars than in 1982 (61%) with a corresponding increase in the proportion using taxis (19% up to 25%). This change was thought to reflect the differing passenger makeup in 1990 and their related access to private cars.

The Glasgow catchment area widened in 1990 as a direct result of the new services operating to North America. In 1982, two in three international passengers came from the Strathclyde Region but in 1990 this had dropped to just under 50%. For domestic passengers, nine in ten were travelling to or from points in Strathclyde. Like Edinburgh, the proportion of passengers using private cars dropped (70% to 62%) with corresponding increases in taxi (17% to 22%) and hire car (4% to 7%) usage.

Just under half the passengers at Inverness Airport were travelling to or from points in the Inverness district. Passengers in the Moray area of the Grampian Region generally preferred using Inverness to Aberdeen. 62% of passengers used private cars and 15% taxis and hire cars.

The catchment area of Prestwick Airport narrowed following the switch of scheduled North American services to Glasgow with six in ten passengers travelling to or from the Strathclyde Region. This was also reflected in the average journey time to the airport which was 1 hour 37 minutes compared to 2 hours 5 minutes in 1982. Two in three passengers used private cars.

Demographic Information

International passengers tended to go on trips of longer duration than domestic passengers with around half of all domestic passengers having a trip length of 24 hours or less. Six in ten UK inclusive tour passengers took a two week holiday and 38% took a one week holiday.

Foreign and business passengers at the five Scottish airports consistently had higher average incomes than the corresponding UK or leisure passengers. Comparison of average income across the airports was inconclusive though Edinburgh and Inverness passengers did seem more affluent than their counterparts at the other Scottish airports. This was borne out to some extent by the socio-economic groups of passengers using the airports. The greater availability of lower cost flights from Glasgow and Prestwick resulted

in a more representative mix of groups from the Scottish population using those two airports.

The influence of the North Sea oil industry on business air travel waned throughout Scotland in the period 1982-1990 with the proportion of business passengers flying in connection with work in the energy sector dropping at all four BAA airports, despite the fact that the proportion of passengers from this group who flew was still largest. The effect on Aberdeen was most noticeable; the introduction of travel allowances by various companies was thought to have influenced a move from air to surface travel for those passengers travelling between Aberdeen and points in Scotland. At all the airports the proportion of business passengers from the manufacturing industries was lower in 1990 than 1982 with the banking, finance and public sectors recording the biggest increase in market share.

The ratio of the sexes for the population of Scotland remained constant during the 1980s with 48% males and 52% females. Between 1982 and 1990 the proportion of passengers at Scottish airports who were female increased from 30% to 32%. In parallel the number of females in employment in Scotland and the proportion of females travelling for business reasons increased, the latter almost doubling.

The proportion of leisure passengers on domestic flights increased at all airports. Between 55% and 67% of inclusive tour passengers, depending on airport used,

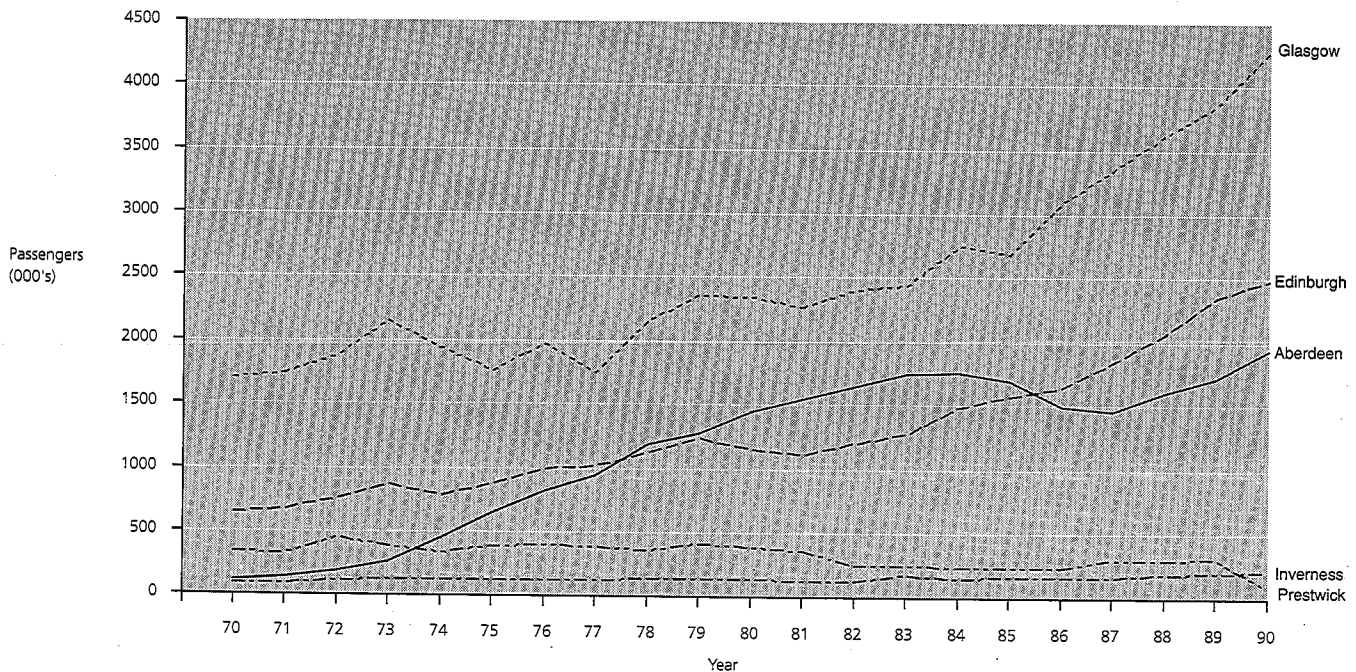


Figure 1 Terminal passengers at the Scottish Airports 1970-1990

were staying in hotels as opposed to self catering accomodation. There was evidence of last minute holiday booking at Glasgow and to some extent Edinburgh and as expected passengers travelling on longhaul routes generally booked further in advance than other passengers.

The age structure of the population of Scotland has changed in line with the UK population as a whole with an increase in the proportion of people aged over 16 from 87% in 1982 to 91% in 1990. The distribution of ages of UK leisure passengers was similar at each of the Scottish airports with average ages of 39-40, apart from Prestwick where the average age was 35. At all the Scottish airports the proportion of leisure passengers with no children under 16 living in the household increased from two in three to close on three in four in line with the proportional decrease in the number of people under 16 in the UK population as a whole.

The first effects of the introduction of direct scheduled services to North America from Glasgow were picked up in the 1990 survey - 84% of Chicago passengers and 73% of Boston passengers were flying on to other points in the US. Many of these interline passengers would previously have flown via London as in 1982 at Prestwick only 53% of

Boston passengers were flying on. The market penetration of direct services to near European points varied widely. Direct Amsterdam services to Aberdeen, Edinburgh and Glasgow were used by 95% of passengers with 5% travelling by indirect routes. Direct Paris services from Scotland captured 85% of the market. Of the other major European routes, 34% of Dusseldorf passengers, 53% of Brussels passengers, 62% of Frankfurt passengers and 79% of Zurich passengers all used indirect services. The largest unsatisfied markets for scheduled routes not served directly from Scotland in 1990, were Geneva and Milan in Europe and Los Angeles and Orlando in North America.

The updated national picture for 1990 showed that North West Region passengers recorded the biggest growth in demand between 1987, the year of the last survey, and 1990 for international travel - up 13%, closely followed by passengers from the West Midlands (12%) and Scotland (11%). Demand from UK passengers from the South East grew by 9% perhaps reflecting the fact that the 1990/1991 recession began in the South East before spreading to other UK regions. Residents of the South East, however, still generated one and a half times more international air journeys per person than their counterparts in the North West. East Midlands and Wales based passengers grew by only 2% between 1987 and 1990.

Chapter 1

Introduction

Since 1968 a series of surveys has been undertaken to obtain information about air travellers and the determinants of the travel market. These surveys have been designed to obtain information of a kind that could not be collected on a routine basis from the air transport industry. The surveys have included questions on journey purpose, final and intermediate surface origins/destinations, means of transport to and from airports, route flown, country of residence and income. This information is used in determining the type of market served by airports and consequently for forecasting air transport demand and for planning airport facilities.

Cycles of surveys were undertaken at major UK airports in the periods 1970-1972, 1975-1978 and 1982-1985. Each cycle covered by sample 95% of terminal passengers in the UK and normally surveys were arranged so that airports in the same broad regions were surveyed at the same time. In 1987 a survey was conducted at the London airports and Manchester.

The 1990 survey began a new cycle of surveys and covered five Scottish airports - Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick.

In planning the 1990 survey of air passengers, the main objective was to derive maximum value from the information collected, and at the same time to minimise passenger inconvenience. With this in mind it was

necessary to impose a constraint on questionnaire length and content, in order to cause as little as possible disruption to passenger flow. In an attempt to cause the minimum of inconvenience most passengers were interviewed whilst waiting to board their aircraft. The Authority used BAA interviewers at Aberdeen, Edinburgh, Glasgow and Prestwick and recruited its own interviewers at Inverness. The survey ran throughout the whole of 1990 at the BAA airports and between July and December at Inverness, with shifts in each month carefully structured so that all scheduled routes and in most cases all flights within a route were regularly sampled. The sampling procedure, which was usually a form of systematic random sampling, is fully described in Appendix B.

Several interested parties were consulted over the content of the questionnaire, including Government Departments, and airport and airline management groups. The questionnaire was similar to previous survey questionnaires in that the same basic questions appeared. The questionnaires used in the survey are reproduced in Appendix E.

The most interesting results are discussed for each of the airports in the main body of the report. The 1990 survey data has also been combined with available information for other major UK airports so as to present a comprehensive picture of national passenger behaviour. Detailed tables are shown in Appendix A. Definitions of all terms used throughout this report appear in Appendix D including a classification of planning regions, areas and districts.

Chapter 2

Aberdeen Airport

Traffic levels

Fixed wing passenger traffic growth at Aberdeen Airport fluctuated during the 1980s but following the resurgence of oil related business activity in 1987, traffic levels rose by 8% in 1988, 9% in 1989 and 12% in 1990.

The mix of traffic over the years, however, showed little variation with around 15% of passengers travelling on international services and 85% of passengers travelling on domestic services.

Type and characteristics of passengers

Just under 15% of passengers were changing planes at Aberdeen and 83% were leaving or arriving at the airport by surface modes of transport, significantly different from 1982 when 27% of passengers were transferring flights.

In both surveys passengers transferring from helicopters to fixed wing flights were only eligible for interview when joining their fixed wing flights. Passengers departing by

helicopter used different parts of the airport and were not included in the survey.

The growth in market share of UK domestic business traffic continued in 1990, accounting for 60% of passengers compared to 53% in 1975 and 58% in 1982 but paradoxically the overall proportion of passengers travelling for business was slightly down compared to 1982.

The proportion of foreign travellers using the airport dropped to 11%, significantly down from the 16% recorded in 1982 and 20% in 1975. UK business passengers on international flights also lost market share, whereas there was an increase in UK led leisure activity on domestic flights.

Surface Origin/destination

The survey revealed a significant change in surface origin/destination pattern with the City of Aberdeen area appearing to attract passengers from the rest of the Grampian Region.

In 1975 and 1982, 56% of international passengers and 51% of domestic passengers were travelling to or from points in Aberdeen, but by 1990 the figures had jumped to 65% and 64%, respectively. At the same time the proportion of passengers travelling to or from the rest of Grampian dropped from around a third to a quarter.

Reasons for this change are thought to be associated with the changing pattern of business travel, for example 39% of business passengers in 1990 were travelling for business reasons connected with the energy sector compared to 49% in 1982.

It is also thought that a gradual rationalisation of business activity into the Aberdeen area away from the rest of Grampian has taken place throughout the 1980s and this is reflected in the surface origin/destination distribution.

Surface Access

The pattern of usage of surface modes of transport was broadly similar in 1990 with around half the passengers continuing to use private cars.

The higher proportion of passengers travelling to or from points in Aberdeen was reflected by the increase in the proportion of passengers using taxis, up from 30% in 1982 to 36% in 1990; this was balanced by a decline in the number of passengers using charter coaches.

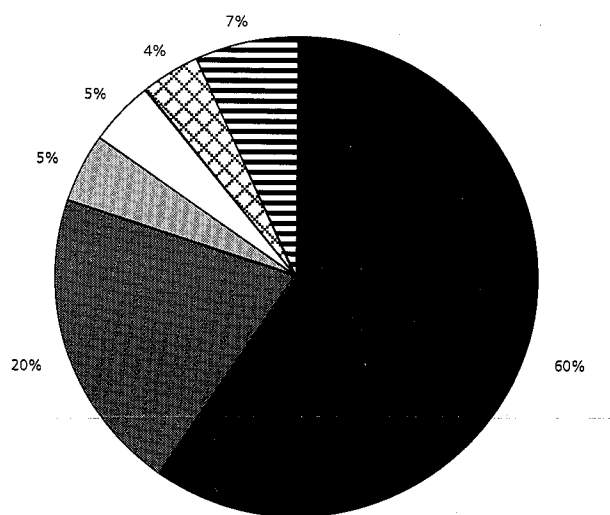


Figure 2.1 Type of passengers using Aberdeen Airport

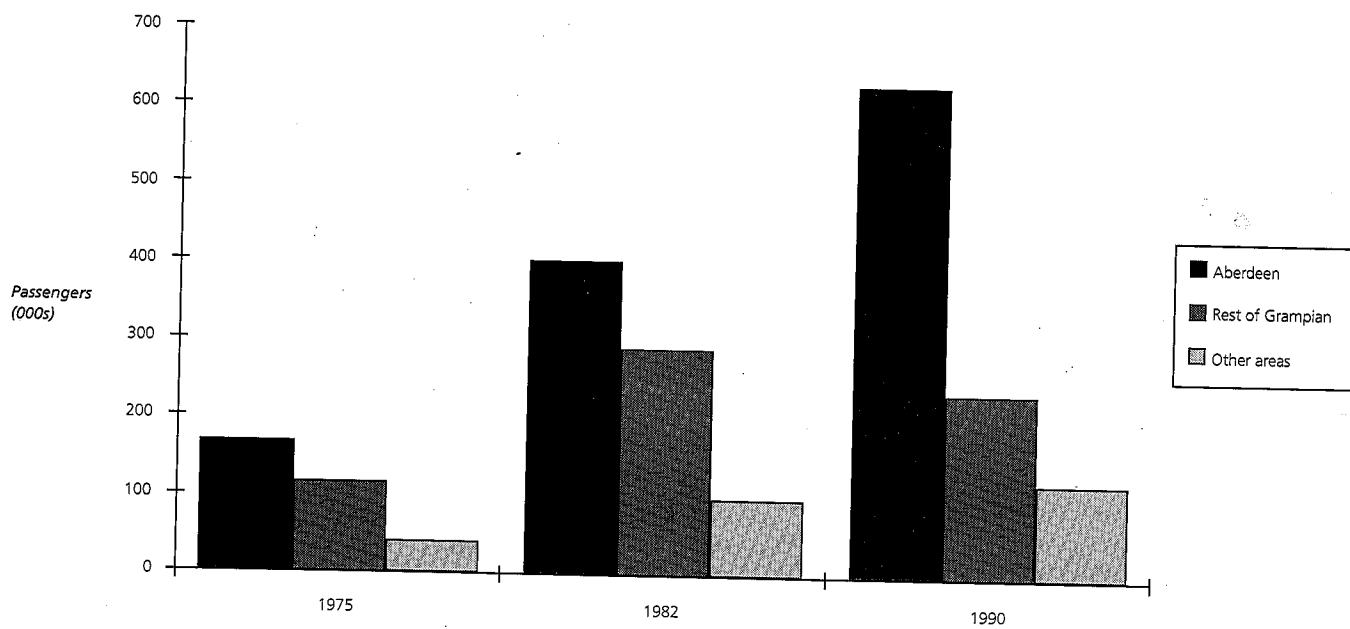


Figure 2.2 Origins/destinations of domestic passengers at Aberdeen Airport 1975-1990

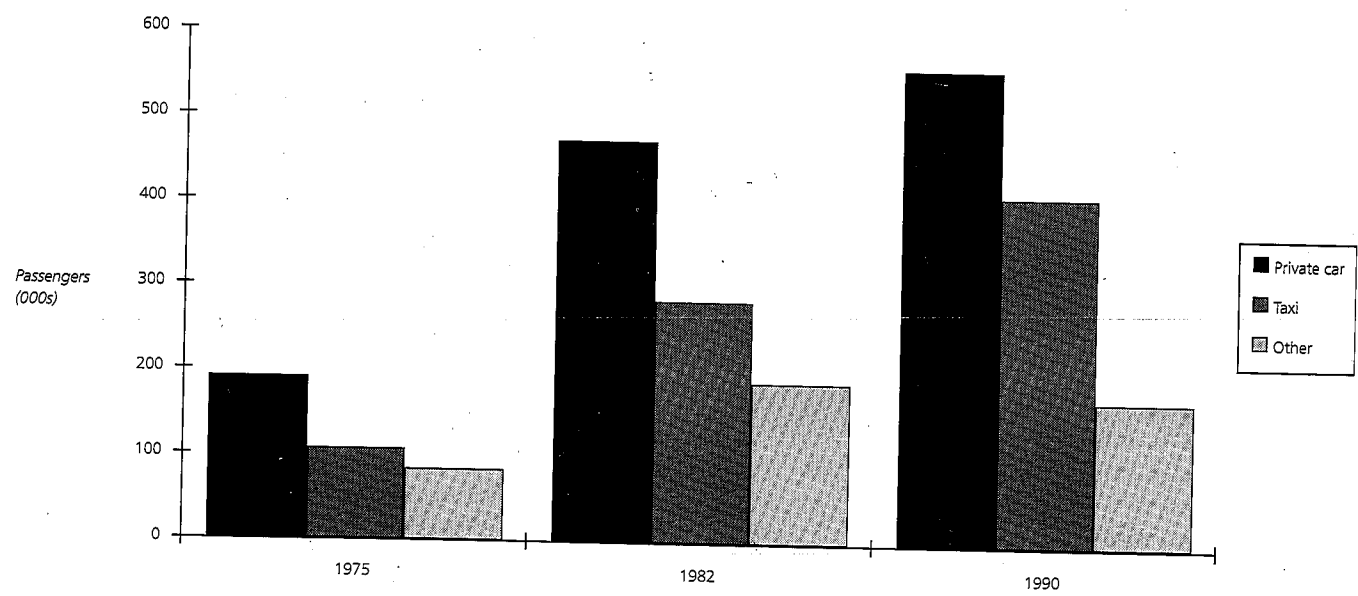


Figure 2.3 Mode of transport used at Aberdeen Airport 1975-1990

Two in three UK leisure passengers used private cars compared to just under a half of UK business passengers, reflecting the much higher proportion of leisure passengers originating in the Aberdeen area compared to business passengers and of course these local passengers had greater access to private cars.

The majority of foreign passengers used hire cars or taxis.

Passengers being seen off or flying with one or more other people were shown to have used private cars in greater numbers than other modes of transport.

Journey time and trip length

The average journey time to or from Aberdeen Airport was very slightly over three quarters of an hour though the average journey time for passengers heading to or from points in the City of Aberdeen was much lower at eighteen minutes reflecting the ease of access and the relatively light density of traffic in the area.

As expected, trip length varied by passenger type with international passengers generally going on longer trips than their domestic counterparts.

Slightly under one in three UK domestic business passengers were taking trips of 24 hours or less.

Two in three UK passengers on international charter services were travelling for two weeks and one in three for one week.

Income and socio-economic group

Business and foreign passengers at Aberdeen Airport generally had higher incomes than leisure or UK passengers, respectively.

The average income of UK business passengers on domestic flights was just under £31,000 and on international flights just under £35,000 compared to over £41,000 for their foreign counterparts.

UK business passengers using the airport came from a wide mix of socio-economic groups with 45% from socio-economic groups A or B, 30% from C1 and 21% from C2.

A similar pattern of socio-economic group emerged for UK leisure passengers.

Main business

The changing pattern of business use of Aberdeen was reflected in the analysis of main business of business passengers.

In 1982, around half of business passengers were travelling for business reasons associated with the oil industry but by 1990 this proportion had dropped to just under 40%.

At the same time the proportion of passengers travelling from the distribution, banking and public sector areas all significantly increased to collectively stand at 28% compared to 13% in 1982.

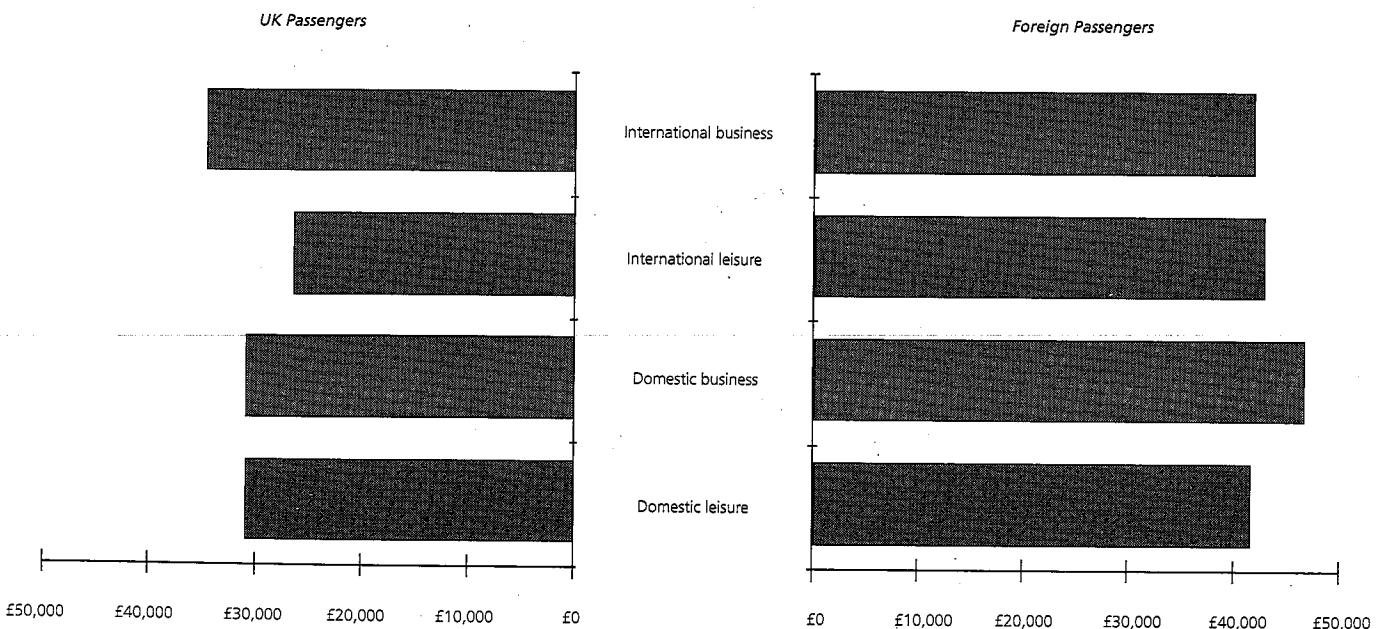


Figure 2.4 Average income of passengers at Aberdeen Airport

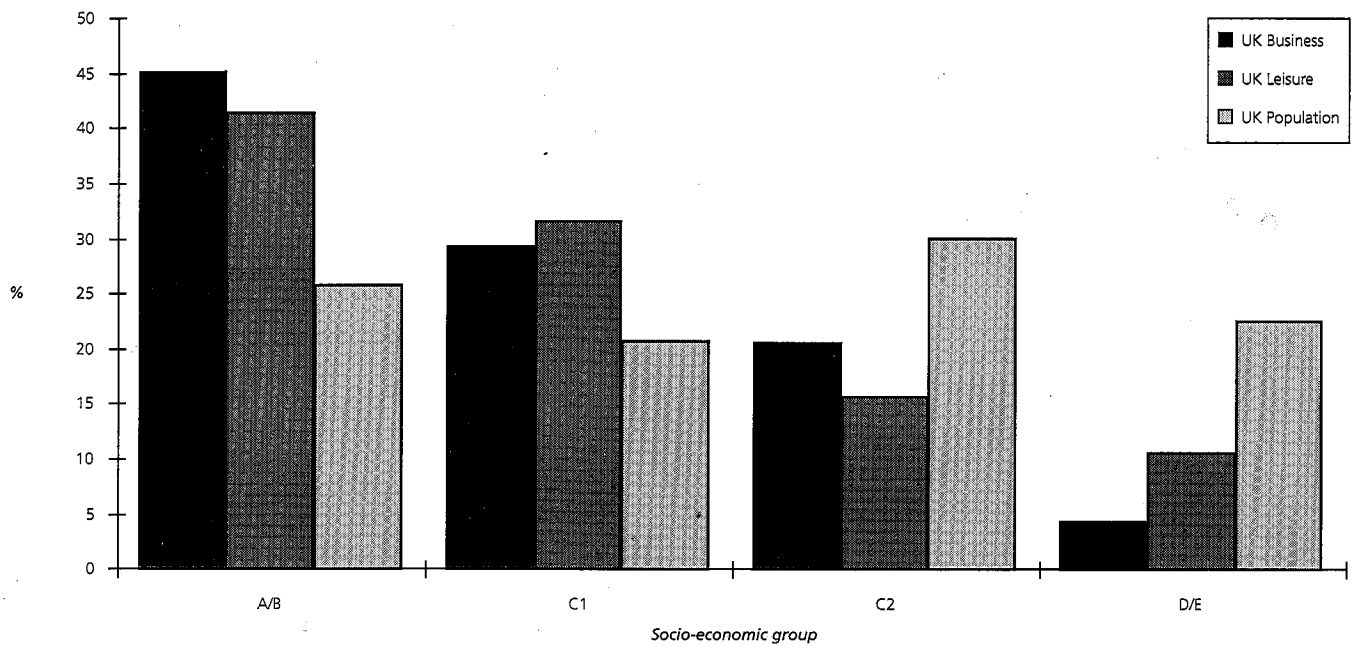


Figure 2.5 Socio-economic group of UK passengers at Aberdeen Airport and the UK population

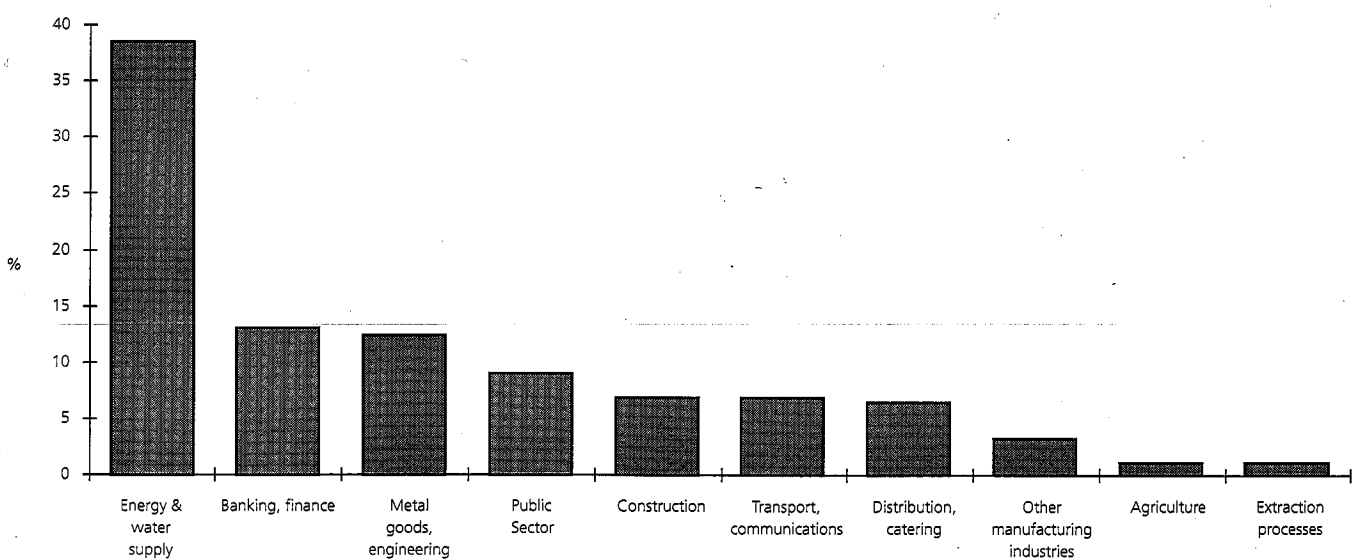


Figure 2.6 Main business of UK business passengers at Aberdeen Airport

Journey purpose, sex of passenger and booking pattern

The proportion of passengers travelling for business reasons at Aberdeen was lower in 1990 than in 1982.

The business element fell from 80% to 74% for domestic flights and from 62% to 52% for international flights.

For those UK passengers taking an inclusive tour holiday, three quarters were staying in hotels and one quarter in self catering accommodation.

The proportion of females travelling on business doubled between 1982 and 1990 from 4% to 8% and in fact the overall usage of the airport by the sexes was significantly different in 1990 with 22% of passengers female compared to 15% in 1982, representing an increase in real terms from 177,000 to 292,000.

Around one in ten inclusive tour passengers booked in the two months prior to travelling and a quarter booked over six months before travelling.

Age and family make-up

The average age of UK leisure passengers was 39 and foreign leisure passengers 40.

Passengers travelling on self catering inclusive tours tended to be younger than those staying in hotels on inclusive tours. Not surprisingly passengers in the 30-39 and 40-49 age bands predominated.

The proportion of leisure passengers with no children under 16 in the household increased from 62% to 69% between 1982 and 1990 and is thought to reflect the changes in the age distribution of the UK as a whole, where the proportion of the population under 16 has dropped significantly over the last ten years.

Route characteristics

Aberdeen was an interlining centre in 1990 with 15% of passengers changing flights at the airport though this proportion was significantly down on the 27% recorded in 1982.

The nature of oil industry operations had swung from exploration to production during the 1980s and this coupled with the fact that many oil workers were now given a travel allowance rather than an airline ticket was thought to have led to a switch away from air to surface modes of transport.

In 1982 the main interline route was between Glasgow and the oil rigs but by 1990 this route did not even feature in the top ten routes.

In 1990 the biggest interline route was for passengers flying between the oil rigs and Heathrow with 16,000 passengers.

By far and away the biggest scheduled route operated from Aberdeen was Heathrow with over 463,000 passengers in 1990. Two in three passengers on the route were travelling on business and one in eight were foreign passengers.

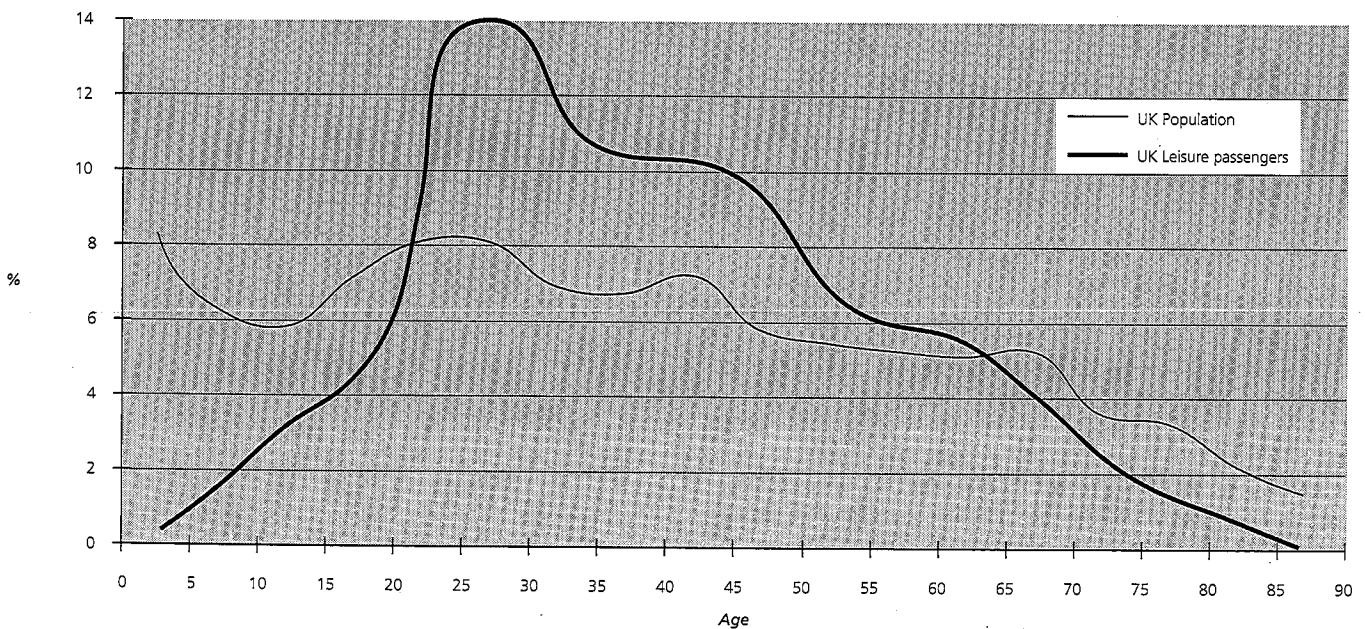


Figure 2.7 Age distribution of leisure passengers at Aberdeen Airport and the UK population

Only three other routes from Aberdeen carried more than 50,000 passengers – Gatwick with 99,000 and Manchester and Amsterdam, both with 78,000.

Business passengers predominated on all the scheduled routes apart from Sumburgh, Kirkwall and Paris.

Around 22% of passengers were flying on from the gateway routes served from Aberdeen with just under half of these going to or from points in Europe.

Heathrow took 62% of the interline market from Aberdeen with Amsterdam accounting for only 7% and Paris 2%.

The destination with the most passengers travelling on indirect routes was Paris with 6,000 passengers.

Passengers not using direct services to points served from Aberdeen gave timing and fully booked flights as main reasons for taking an indirect route.

Chapter 3

Edinburgh Airport

Traffic levels

Since the last survey conducted in 1982, passenger traffic at Edinburgh has more than doubled from 1.2 million to 2.5 million passenger movements. This rise of 107% compares favourably to the rise of 74% recorded for all UK airports during the same period.

The market share of international charter passengers declined over the eight years from 15% to 8% whilst the introduction of new international services increased the international scheduled market share from 5% to 8%.

Domestic services increased market share, up from 80% to 84%.

Type and characteristics of passengers

The great majority of passengers were terminating their air journeys at Edinburgh with only one in a hundred passengers changing planes.

Just over half (53%) were UK business passengers travelling on domestic flights, significantly up on the 44% recorded in 1982.

UK domestic leisure passengers gained market share to 20%.

Overall, the proportion of foreign passengers using the airport declined from 25% in 1982 to 16% in 1990. In the same period the business market expanded from 54% to 62% of total traffic.

Surface Origin

The pattern of surface origin/destination was by and large unchanged in 1990 for domestic passengers with half travelling to or from points in the City of Edinburgh and around one in eight travelling to or from the Tayside and Fife regions.

Some changes were noted for international passengers with more passengers travelling to the City of Edinburgh (45% compared to 39% in 1982) and the Tayside Region with corresponding drops in the proportion of passengers travelling to or from the Strathclyde and Fife Regions.

The increase in the proportion of scheduled international passengers using the airport, particularly those on business is thought to have affected the origin/destination patterns. Charter passengers are generally more willing to travel longer distances to connect to particular flights than their scheduled counterparts.

Surface Access

The changing pattern of passengers using the airport is thought to have influenced the choice of mode of transport.

In 1990, 56% of passengers used private cars and 25% used taxis compared to 61% and 19%, respectively, in 1982.

An increase in the proportion of domestic passengers using the airport, particularly those on business is thought to have brought about this change as business passengers were more likely to use taxis than leisure passengers particularly if they did not live in Scotland.

One in ten used hire cars and 7% buses or coaches.

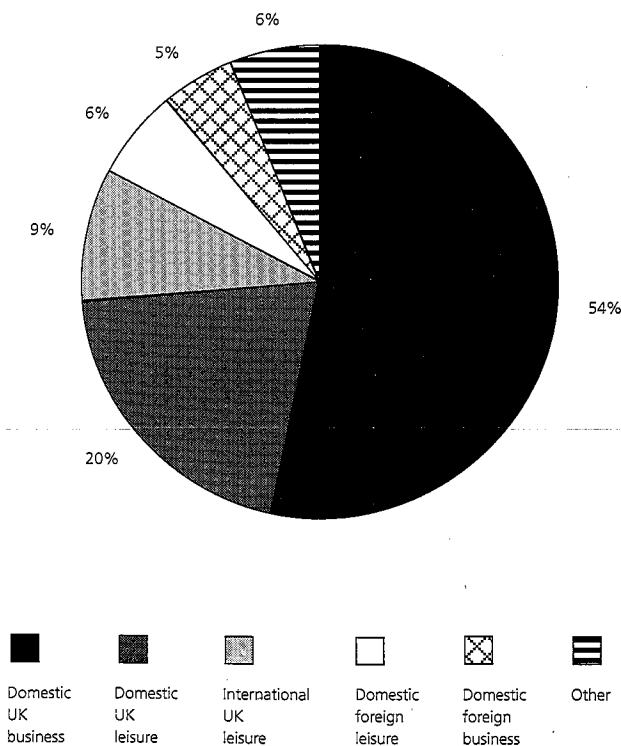


Figure 3.1 Type of passengers using Edinburgh Airport

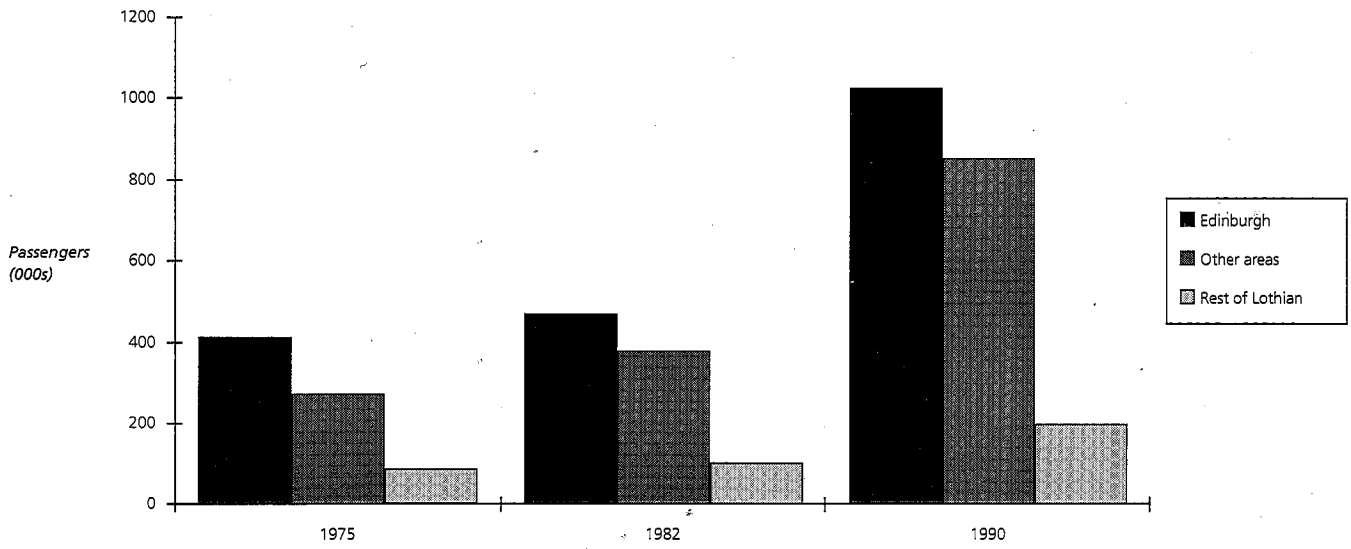


Figure 3.2 Origins/destinations of domestic passengers at Edinburgh Airport 1975-1990

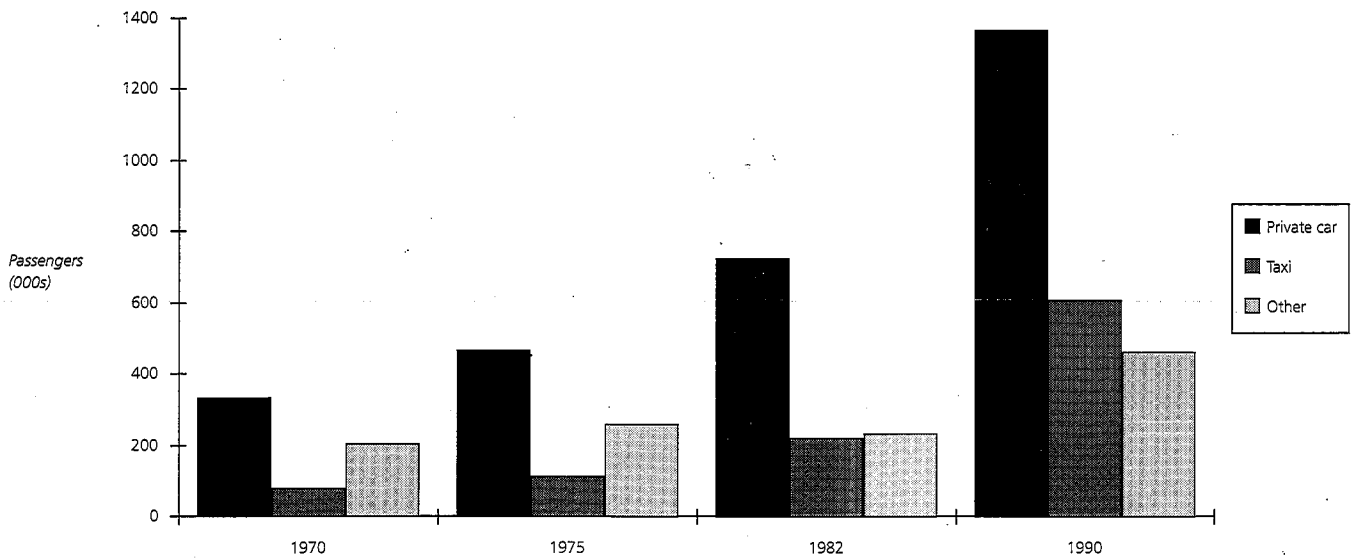


Figure 3.3 Mode of transport used at Edinburgh Airport 1970-1990

UK inclusive tour passengers made greater use of private cars than other UK leisure passengers or UK business passengers, reflecting the higher proportions of these passengers whose trips originated in the catchment area of the airport.

One in three foreign passengers used taxis and one in five hire cars.

Higher proportions of passengers, who were flying with other people or were being seen off, used private cars rather than taxis, hire cars or other modes of transport.

Journey time and trip length

The average surface journey time to the airport was only 36 minutes reflecting the good geographical location of the airport particularly for passengers from areas to the north and east.

For passengers travelling to or from the City of Edinburgh the average journey time was 22 minutes.

Domestic passengers tended to go on trips of shorter duration than those on international flights. Around a half of all UK domestic business passengers had a trip length of 24 hours or less.

This compares with 11% of UK international business passengers were going away for over three weeks.

Four in ten international inclusive tour passengers had trip lengths of one week and six in ten trip lengths of two weeks.

Income and socio-economic group

Foreign passengers using Edinburgh Airport had far higher average incomes than UK passengers.

The income band with the highest proportion of UK passengers was £20,000-£29,000 with average incomes varying for UK passengers between £28,000 and £34,000 depending on the journey purpose and type of flight.

Six in ten UK business passengers and half of UK leisure passengers were from the A/B socio-economic group.

Main business

The nationwide trend in the decline of manufacturing industries during the eighties was reflected at Edinburgh Airport with the proportion of business passengers travelling on business from the manufacturing industries standing at 36% in 1990 compared to 45% in 1982.

Of the non-manufacturing industries, banking and finance showed the strongest growth up from 12% to 21%.

Journey purpose, sex of passenger and booking pattern

The wider range of international destinations served and the greater frequency of services on existing international routes was thought to be a major factor behind the rise in the proportion of business passengers on international routes over the last eight years from 9% to 20%.

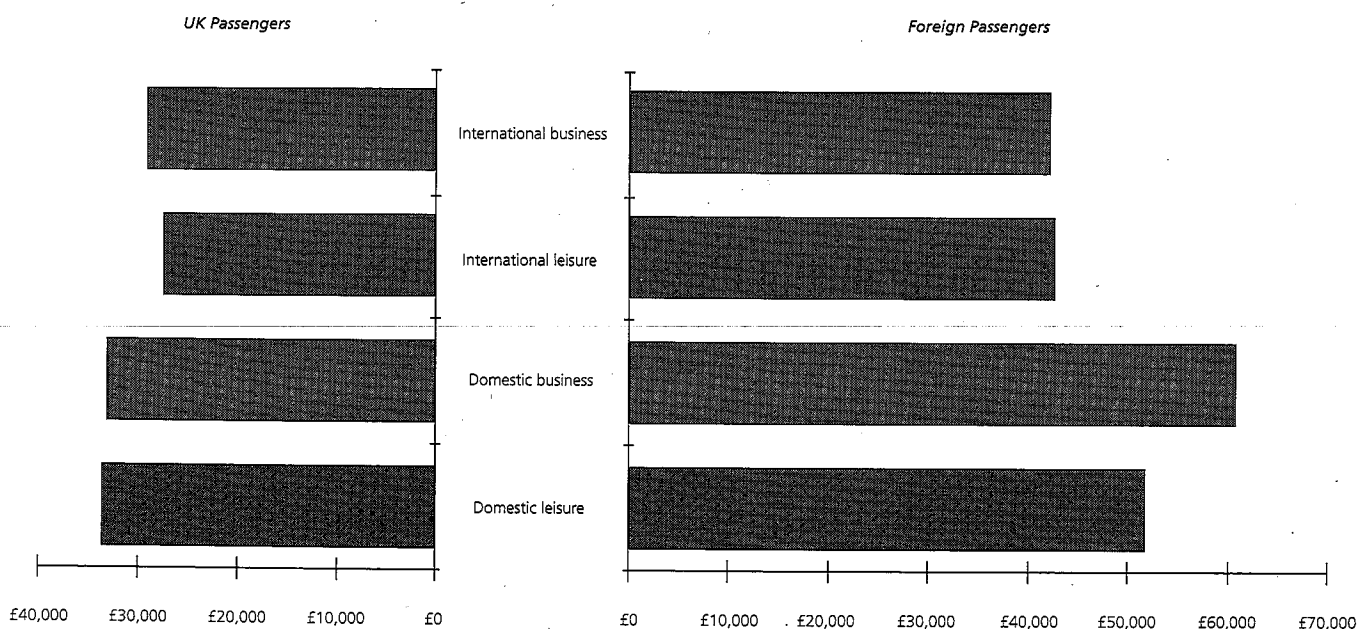


Figure 3.4 Average income of passengers at Edinburgh Airport

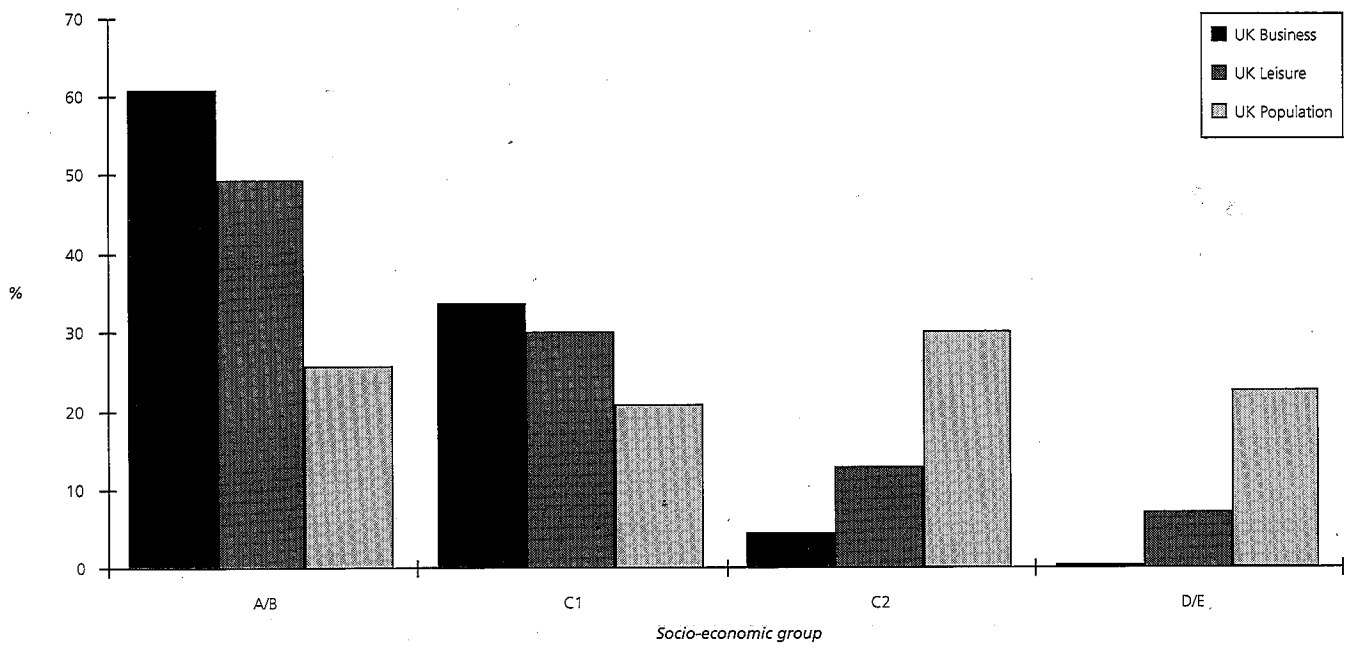


Figure 3.5 Socio-economic group of UK passengers at Edinburgh Airport and the UK population

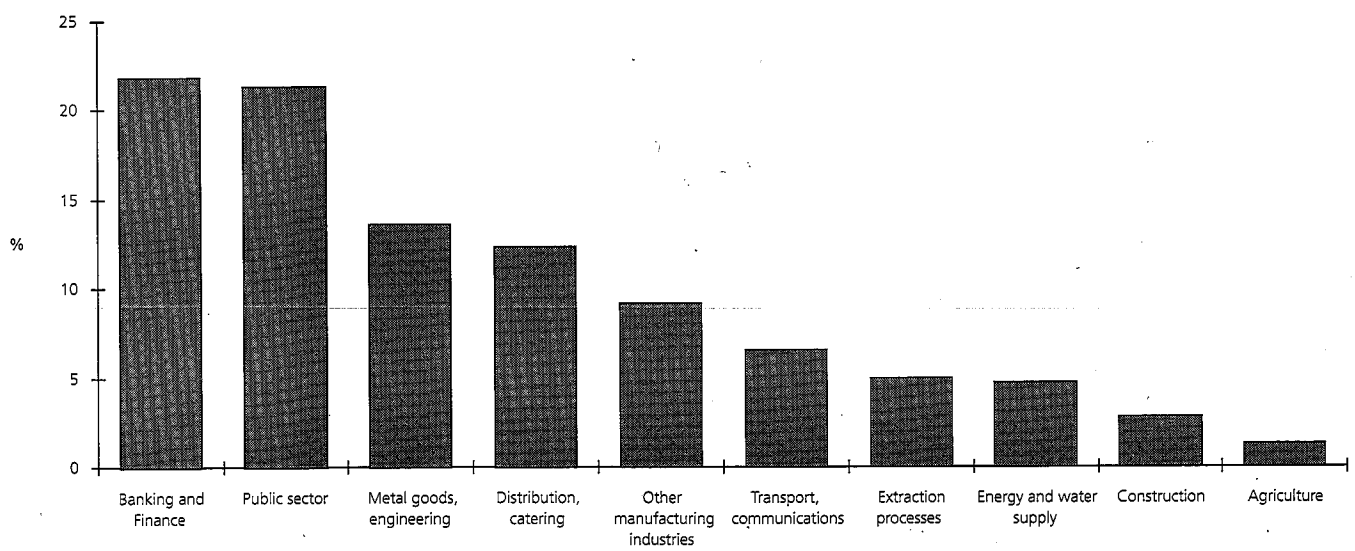


Figure 3.6 Main business of UK passengers at Edinburgh Airport

Two in three inclusive tour passengers stayed in hotels and one in three used self catering accommodation.

The number of females using Edinburgh more than doubled between 1982 and 1990 from 366,000 to 743,000.

The largest proportional increase was recorded for females travelling on business where market share went up from 11% to 18%.

The proportion of females travelling for leisure reasons dropped slightly from 55% to 51%.

Booking pattern analysis for UK passengers on inclusive tours showed that the majority of passengers booked their holiday over four months before flying. There was some evidence of last minute booking as 25% booked in the two months prior to travelling.

Age and family make-up

The average age of UK leisure passengers was 40 and foreign leisure passengers 41.

Passengers on inclusive tour holidays were on average older than passengers on other holidays.

Passengers in the 30-39 and 40-49 age groups predominated.

The proportion of leisure passengers with no children under 16 in the household increased from 65% in 1982 to 74% in 1990 reflecting the significant drop in the

proportion of people under 16 in the UK population as a whole.

Route characteristics

Just over one in a hundred passengers (28,000) were changing planes at Edinburgh; the two biggest interline routes were Aberdeen-Standed with 3,700 passengers and Aberdeen-Dublin with 2,500 passengers.

The biggest scheduled route operated from Edinburgh was Heathrow with 1.4 million passengers being over six times larger than the second place route - Gatwick with 216,000 passengers.

Just over two in three passengers flying to Heathrow and one in two flying to Gatwick were on business.

The Amsterdam and Brussels routes carried roughly equal proportions of business and leisure passengers whereas the Dublin and Paris routes were predominantly holiday routes with two in three passengers travelling for leisure purposes.

The great majority of passengers on routes to or from other UK airports outside the London area were travelling for business reasons.

Around a quarter of Heathrow passengers, a third of Gatwick passengers and a fifth of Amsterdam passengers were flying on to various international destinations.

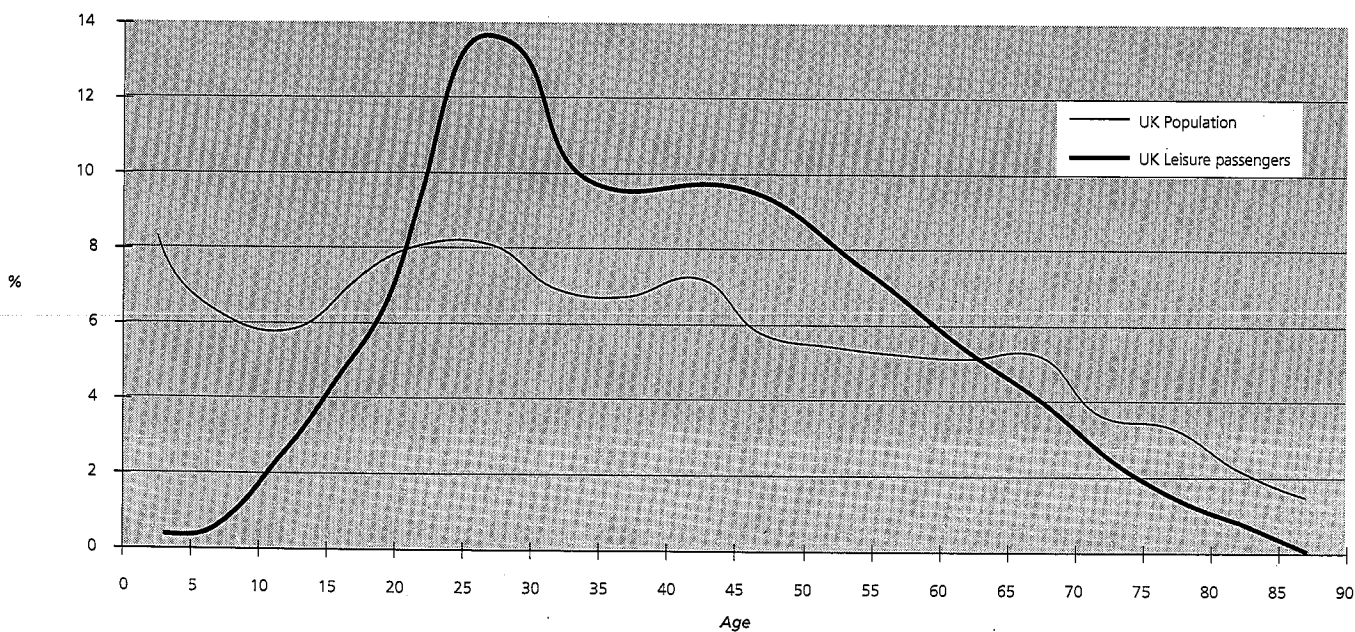


Figure 3.7 Age distribution of leisure passengers at Edinburgh Airport and the UK population

Overall, half of all interline passengers were travelling to or from points in Europe and just under a quarter to North America.

Amsterdam took just 3% of the interline market and Paris 2%.

The three destinations not served directly from Edinburgh with the most passengers were Frankfurt (13,000

passengers), Zurich (12,000 passengers) and Brussels (11,000 passengers).

Passengers gave a variety of reasons for not using direct services from Edinburgh though the main reasons seemed to be flight timing and availability.

Chapter 4

Glasgow Airport

Traffic levels

Traffic levels increased by just under 2 million passenger movements between 1982 and 1990 at Glasgow to stand at 4.3 million in 1990, representing an increase of 84%.

The proportion of passengers on scheduled international flights increased year on year to reach 10% in 1989 but then jumped to 16% in 1990 following the transfer of scheduled North American services from Prestwick Airport.

Just under 28% of passengers in 1990 were on international charter flights and 57% used domestic services.

Type and characteristics of passengers

Only three in a hundred passengers were changing flights at Glasgow Airport.

Of those passengers leaving or arriving at the airport by surface modes of transport, four in ten were using international services and six in ten domestic services.

Whilst the proportion of foreign passengers, at 13%, was the same as recorded in 1982, the proportion of passengers travelling on business dropped slightly from 45% to 43%.

Surface Origin/destination

Glasgow widened its catchment area for international passengers in 1990, influenced by passengers using the new direct US services.

Most notably, the proportion of passengers travelling from the Highlands and Islands and Grampian regions increased from 4% in 1982 to 10% in 1990.

Almost nine in ten domestic passengers continued to travel to or from points in Strathclyde with just over half of these ending or beginning their journey in the City of Glasgow.

Surface Access

For the first time since surveys began at Glasgow in 1970 the proportion of passengers using private cars went down.

Just over six in ten (62%) passengers used private cars compared to 70% in 1982.

The proportion of passengers using hired cars almost doubled from 4% to 7% and one in five (22%) used taxis or minicabs compared to 17% in 1982.

The change in pattern of transport usage was thought to have been partly related to the increase in the proportion of leisure passengers based in the South East and travelling to Glasgow; those passengers did not have such ease of access to private cars compared to passengers living in the catchment area of the airport.

UK leisure passengers made greater use of private cars than their business counterparts reflecting the higher proportions of leisure passengers at Glasgow who originated their journey in Scotland.

One in four foreign passengers used taxis and one in five used hire cars.

A higher proportion of passengers arriving in private cars were seen off compared to passengers using other modes of transport.

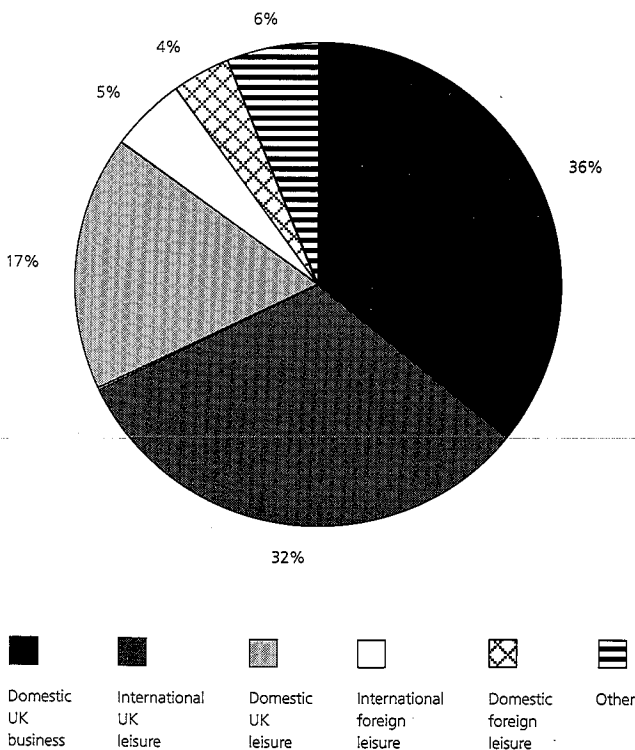


Figure 4.1 Type of passengers using Glasgow Airport

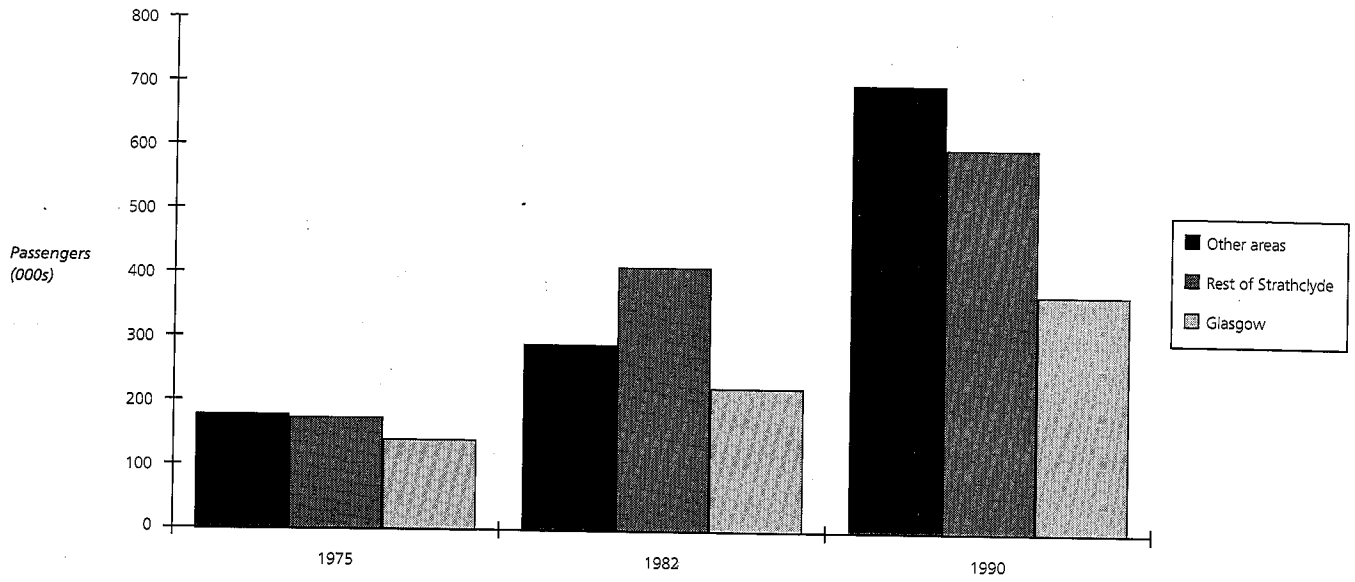


Figure 4.2 Origins/destinations of international passengers at Glasgow Airport

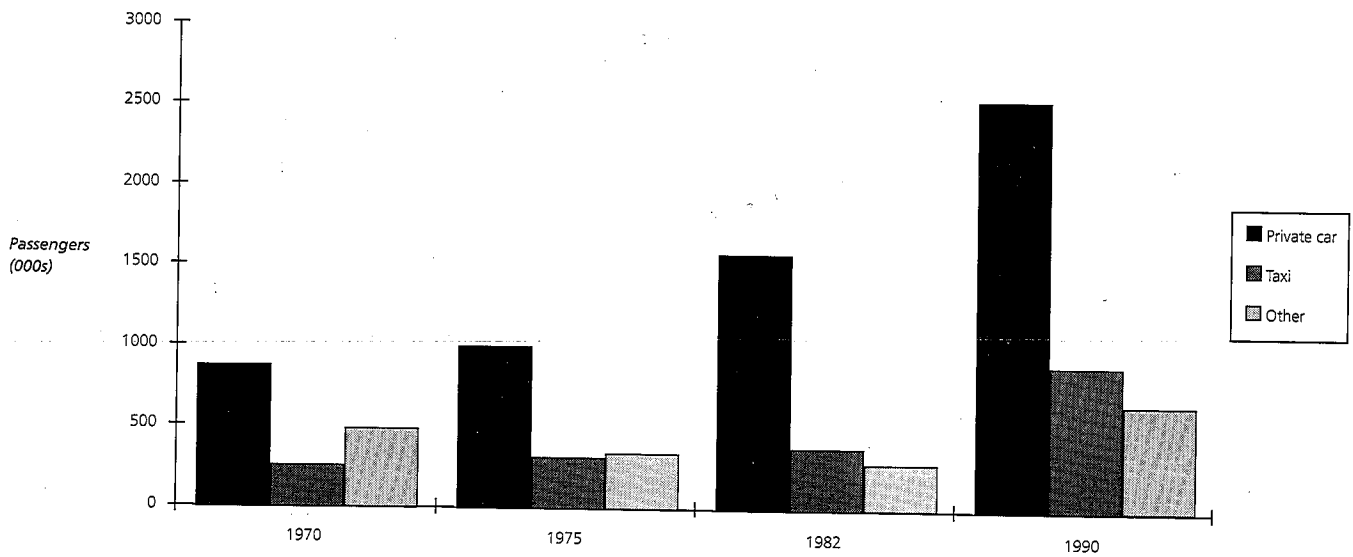


Figure 4.3 Mode of transport used by passengers at Glasgow Airport 1970-1990

Journey time and trip length

The average journey time to the airport was 46 minutes and for passengers travelling to or from the City of Glasgow the average journey time was slightly lower at 42 minutes. Both times reflect the excellent motorway links to the airport from the City.

Domestic and business passengers, on average, went on shorter duration trips than international and leisure passengers, respectively.

Just over half of UK domestic business passengers had a trip length of 24 hours or less compared to 14% of UK international business passengers.

Out of every ten UK inclusive tour passengers, four took a one week holiday and six took a two week holiday.

Income and socio-economic group

Foreign passengers received much higher average incomes ranging by passenger type from £43,000 to £49,000, compared to UK passengers who had average incomes in the range £25,000 to £32,000.

Just under a third of UK business passengers had incomes in the £20,000 to £29,999 range.

Close to two in three UK business passengers came from socio-economic groups A and B.

The widening availability of leisure air travel to all the UK population was emphasised in the socio-economic groupings recorded for UK leisure passengers at Glasgow

with a third of passengers coming from socio-economic groups C2, D or E.

Main Business

The gradual demise of the manufacturing base in the UK was mirrored in the main business pattern at Glasgow Airport with the proportion of business passengers from the manufacturing industries dropping from 46% to 35% between 1982 and 1990.

Growth areas of business travel were banking, finance and the public sector.

Journey purpose, sex of passenger and booking pattern

The proportion of leisure passengers on domestic flights increased between 1982 and 1990 from 29% to 35% but held steady on international flights at around 90%.

A contributory factor to the increase in the domestic leisure proportion may be that Glasgow was the European City of Culture in 1990.

UK inclusive tour passengers were split 55/45 between hotel and self catering accommodation and one in three foreign passengers were visiting family or friends.

The proportion of females travelling on business jumped between 1982 and 1990 from 9% to 17% but dipped from 56% to 51% in the leisure market.

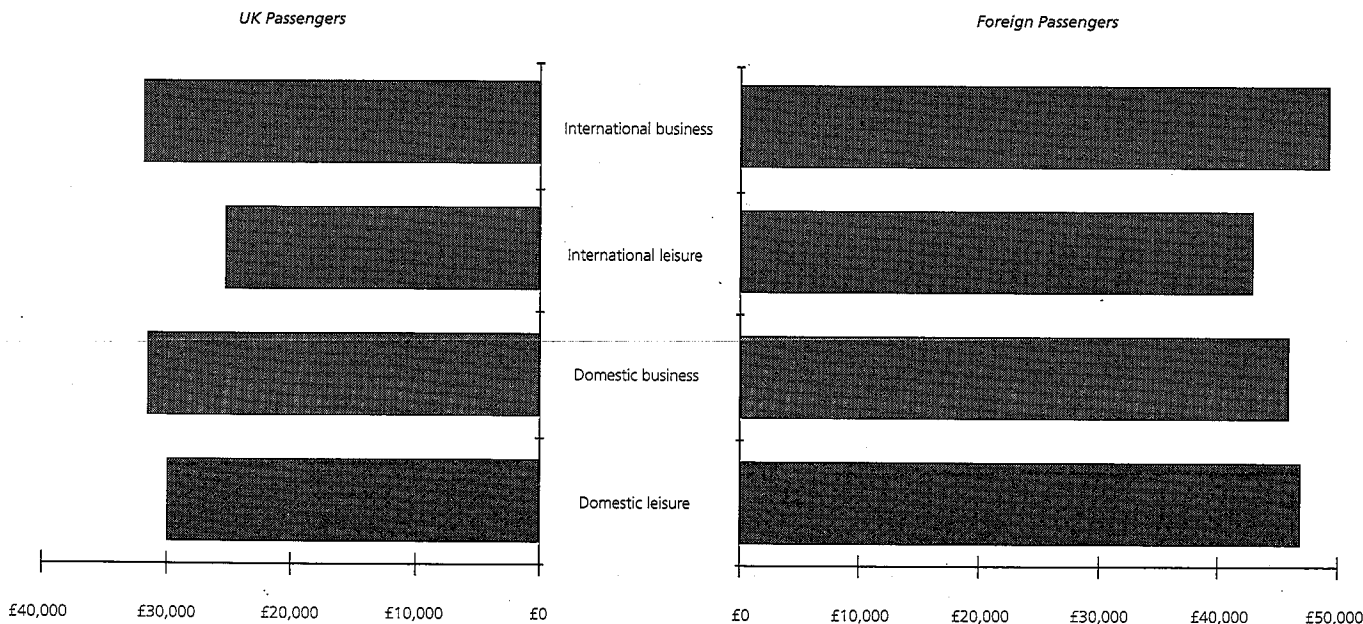


Figure 4.4 Average income of passengers at Glasgow Airport

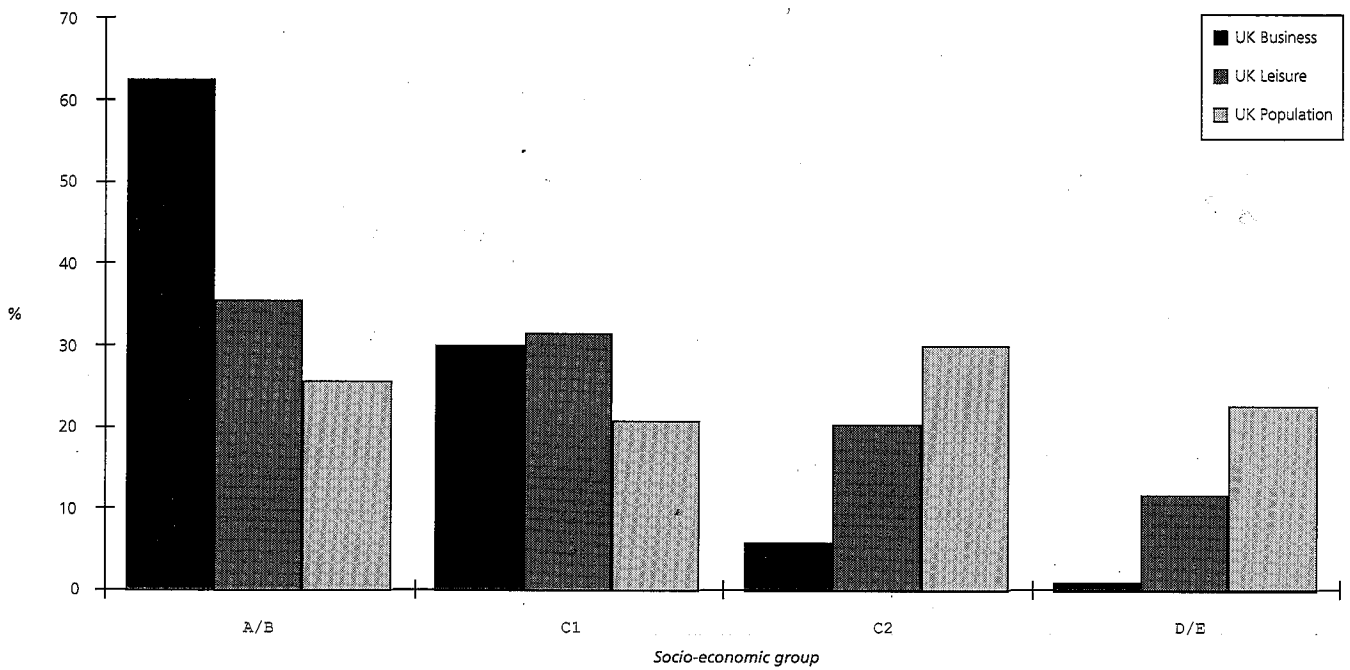


Figure 4.5 Socio-economic group of UK passengers at Glasgow Airport and the UK population

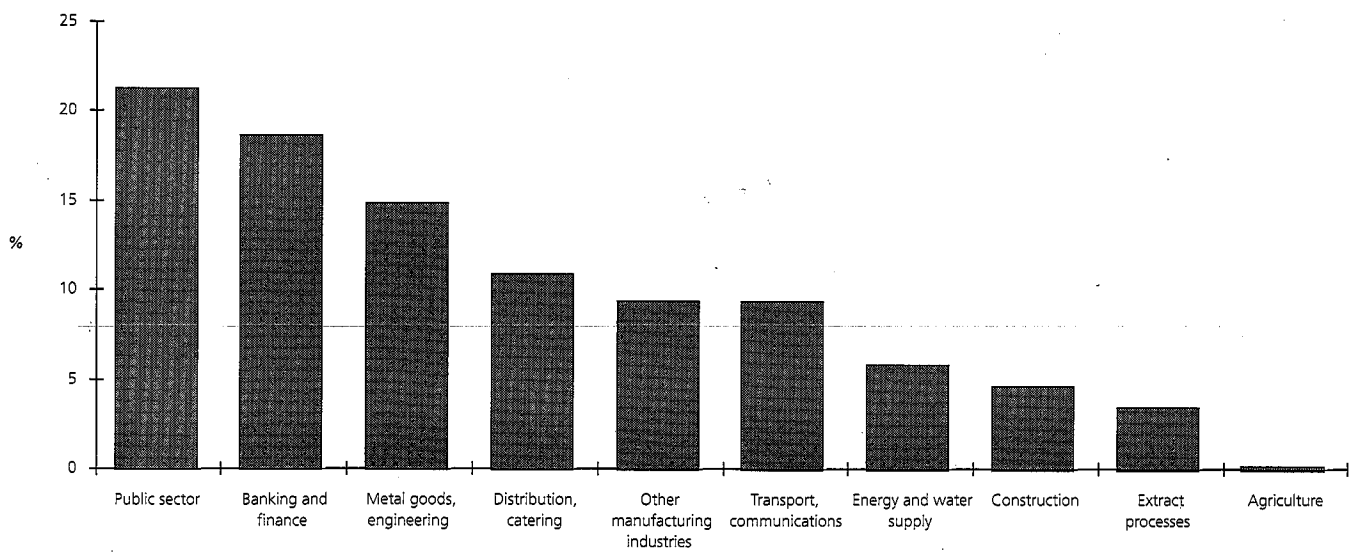


Figure 4.6 Main business of UK business passengers at Glasgow Airport

In real terms the number of females using the airport increased from 816,000 in 1982 to 1,539,000 in 1990.

The wide range and number of holidays and destinations available from Glasgow influenced the booking pattern of UK inclusive tour passengers with 45% of passengers booking in the two months prior to travelling with only 17% booking six months or more in advance.

Age and family make-up

The average age of UK leisure passengers was 39 and foreign leisure passengers 42.

Passengers staying in hotels on inclusive tours tended to be older than those using self catering accommodation. The 30-39, 40-49 and 50-59 age bands predominated each accounting for about 17% of passengers.

The proportion of leisure passengers with no children under 16 living in the household increased between 1982 and 1990 from 67% to 72% in line with the proportional decrease in the number of people under 16 in the UK population as a whole.

Route characteristics

Three in a hundred passengers (126,000) were changing planes at Glasgow.

Transfers between the London airports and the Highland and Island airports featured strongly with Stornoway-

Heathrow (7,300 passengers) and Benbecula-Heathrow (4,400 passengers) heading the list.

Just over 1.4 million passengers travelled on scheduled services between Glasgow and Heathrow in 1990 and of these two in three were travelling for business reasons.

The second densest route was Gatwick with 238,000 passengers where 56% of passengers were travelling for business reasons.

On other domestic routes UK business passengers predominated.

For Amsterdam and Copenhagen business and leisure and UK and foreign passengers travelled in equal numbers whereas for Dublin, Paris and the North American routes leisure passengers were in the great majority.

One in five passengers travelling to Heathrow and one in four travelling to Gatwick were flying on to an international destination compared to one in five at Amsterdam and Paris.

Amsterdam and Paris each held about 3% of the interlining market.

The proportion of passengers flying on to North America via Heathrow was very slightly down compared to 1982 as the effects of the new direct services to North America were being felt for the first time in 1990.

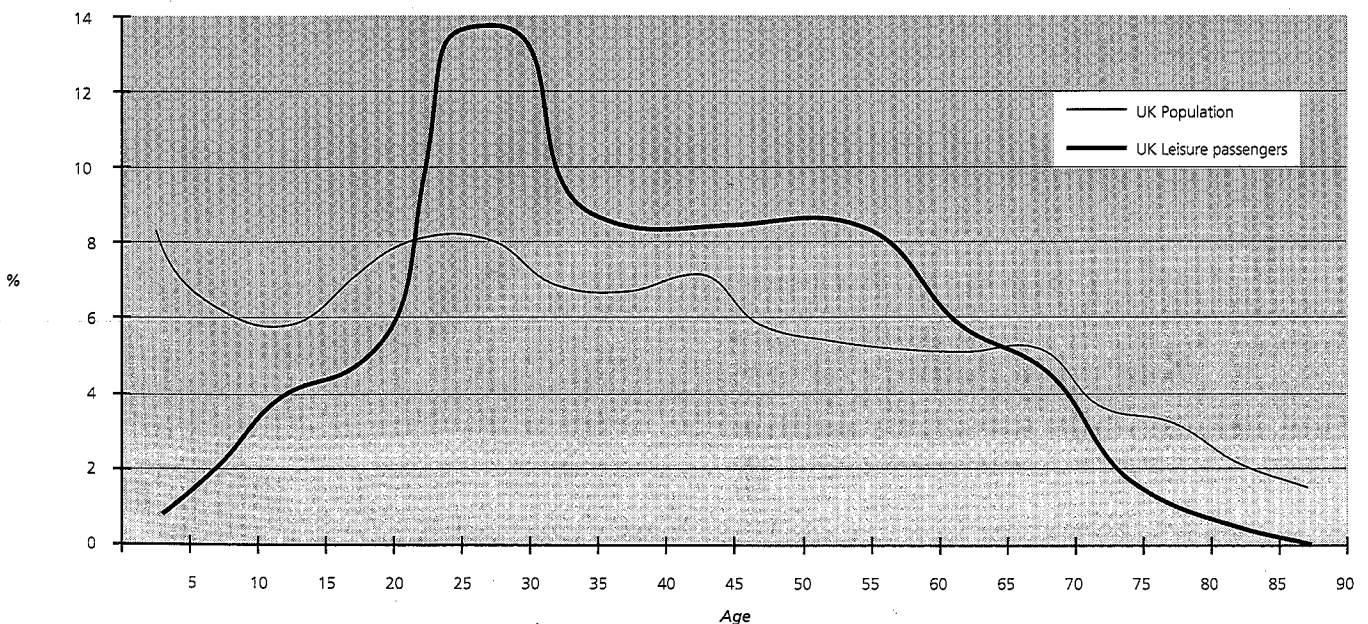


Figure 4.7 Age distribution of leisure passengers at Glasgow Airport and the UK population

The three US scheduled routes opened up new interlining possibilities for Glasgow passengers with 84% of Chicago passengers, 73% of Boston passengers and 25% of New York passengers travelling on to other points in the US.

Wrong timing was the main reason given by passengers not using direct services to travel to a particular airport

though for Dusseldorf, Munich and Zurich there seemed some lack of awareness of the availability of a direct flight.

Routes not served directly with most passengers were Los Angeles and Orlando with 18,000 and 15,000 passengers respectively.

Chapter 5

Inverness Airport

Traffic levels

Inverness Airport handled 216 thousand passengers in 1990 almost all on domestic scheduled services.

The rate of traffic growth varied up to 1987 but then showed more consistency with increases of 11% in 1988, 10% in 1989 and 5% in 1990.

Type and characteristics of passengers

The overwhelming majority of passengers terminated their journey at the airport with less than one in a hundred passengers changing planes.

Traffic was almost divided equally between business and leisure purposes with 48% of passengers on business and 52% on leisure.

The attractiveness of the Highlands and Islands area to holiday passengers from overseas was demonstrated by

the fact that one in five leisure passengers were foreign passengers compared to only one in twelve business passengers who were resident overseas.

Surface Origin/Destination

Just under half (44%) of all passengers using Inverness Airport were travelling to or from points in the Inverness area.

A further third were travelling to or from other immediate areas – 19% to Moray and 14% to Ross and Cromarty.

Higher proportions of foreign passengers had origin/destination in the Highlands region than UK passengers.

Surface Access

Inverness Airport is situated 10 miles to the North East of Inverness just off the A96 which links Inverness with Nairn.

Not surprisingly, given the location of the airport and the limited availability of public transport, the majority of passengers (62%) travelled by private car; a further 15% each used hire cars or taxis and only one in twenty passengers used the public bus service.

There was little or no variation between UK leisure and business passengers in their choice of mode of transport.

As expected foreign passengers used private cars less than UK passengers but made greater use of hire cars and taxis.

Journey time and trip length

The average surface journey time to the airport was 46 minutes reflecting the close proximity of a significant proportion of passengers using the airport.

The average trip length was slightly over six days though one in five passengers had a trip length of 24 hours or less.

As expected, foreign and leisure passengers tended to stay away longer than UK or business passengers, respectively.

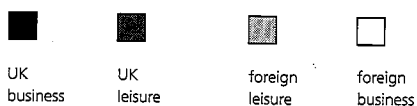
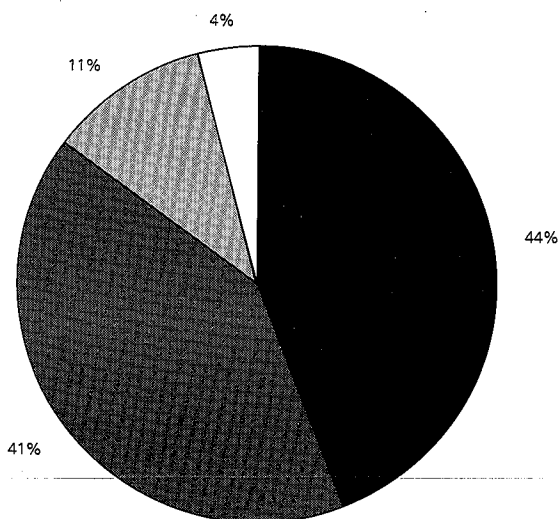


Figure 5.1 Type of domestic passengers using Inverness Airport

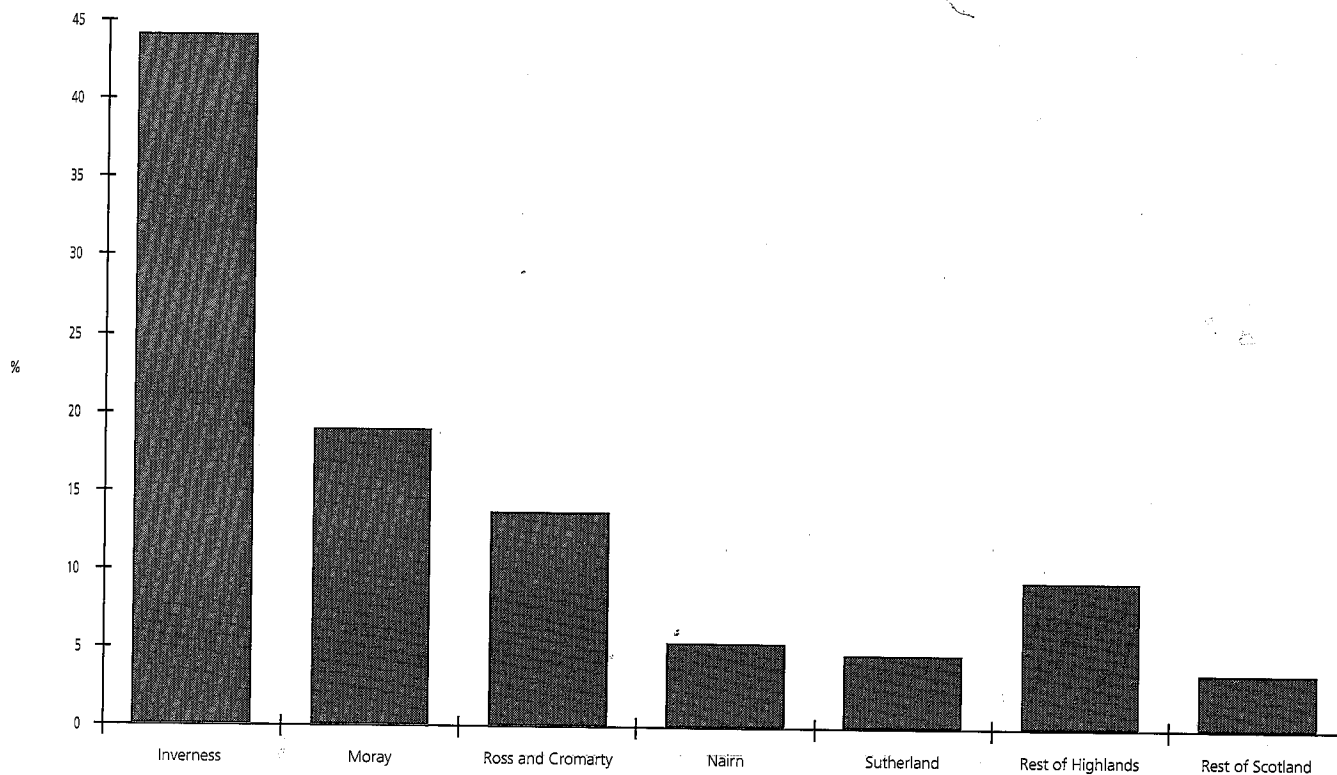
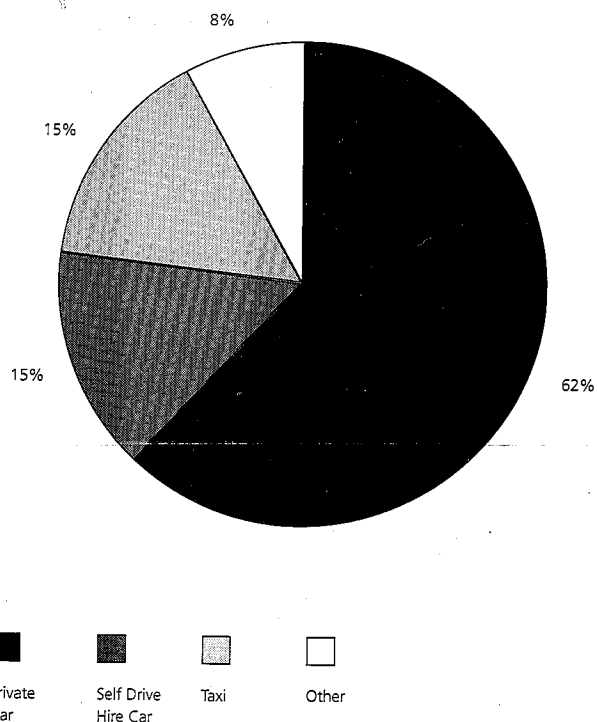


Figure 5.2 Origin/destination of passengers at Inverness Airport



Income and socio-economic group

Foreign passengers had higher average incomes (£39,000 – £55,000) than their UK counterparts (£30,000 – £34,000).

Half of UK passengers using the airport came from socio-economic groups A or B and a third from the C1 group. Again it was noticeable that there was very little variation between UK business and leisure passengers.

Main business

One in four UK business passengers and just under half of foreign business passengers were working in the manufacturing industries.

Of these, the energy and water supply sector was most prominent accounting for around 10% of all business passengers.

The largest of the non-manufacturing industries was the public and other services group accounting for four in ten of business passengers.

Journey purpose and sex of passenger

Roughly equal proportions of UK passengers were travelling for business and leisure reasons at Inverness whereas three in four foreign passengers were travelling on leisure and one in four on business.

Overall, males outnumbered females by two to one.

Figure 5.3 Modes of transport used at Inverness Airport

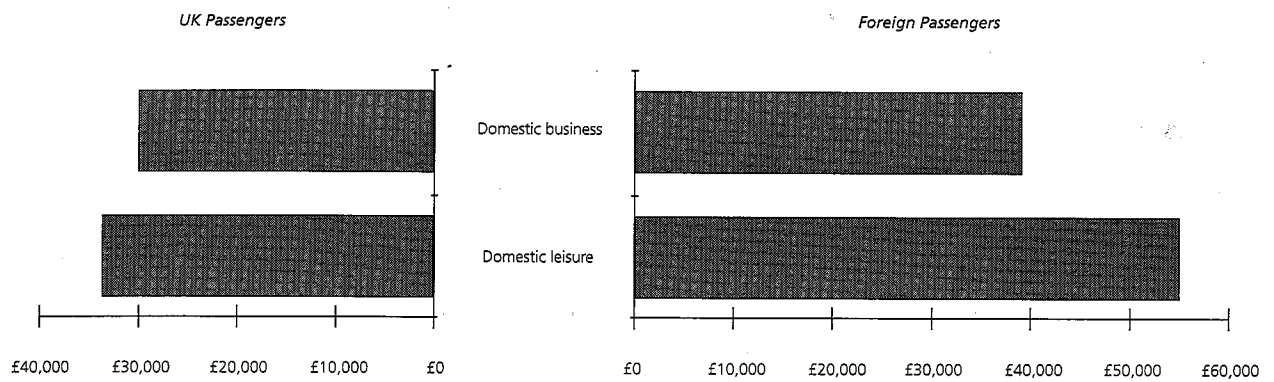


Figure 5.4 Average income of passengers at Inverness Airport

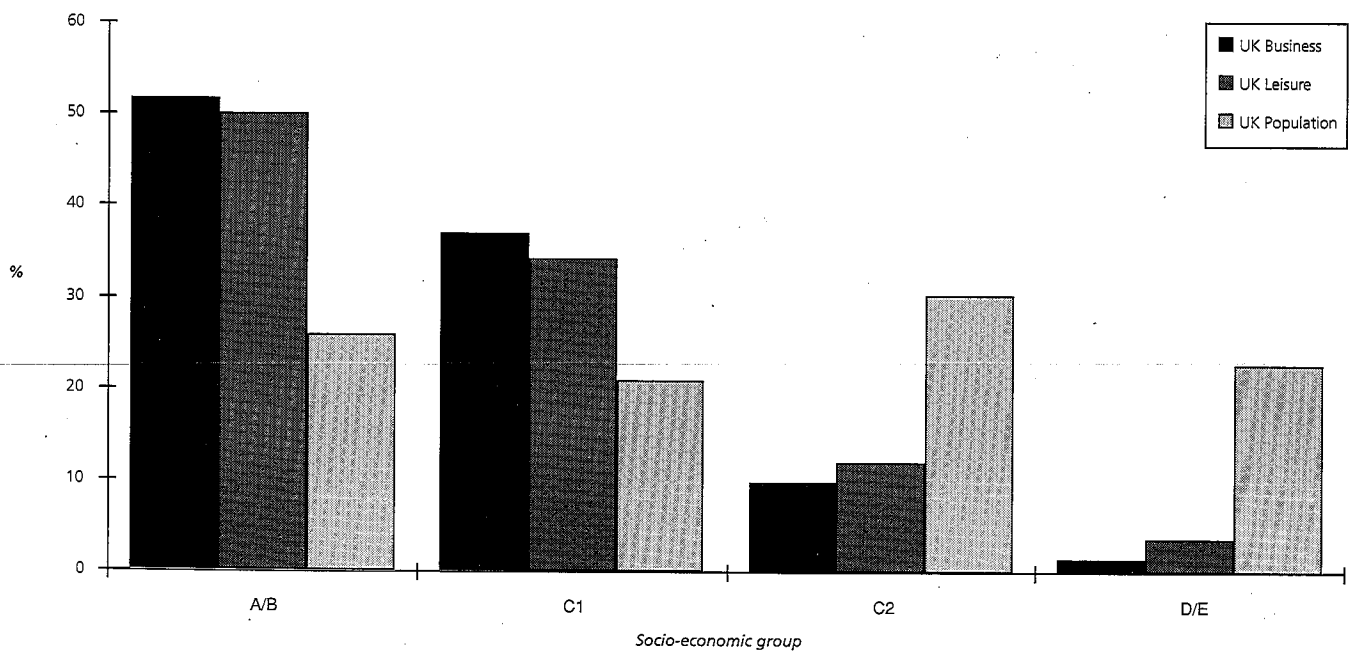


Figure 5.5 Socio-economic group of UK passengers at Inverness Airport and the UK population

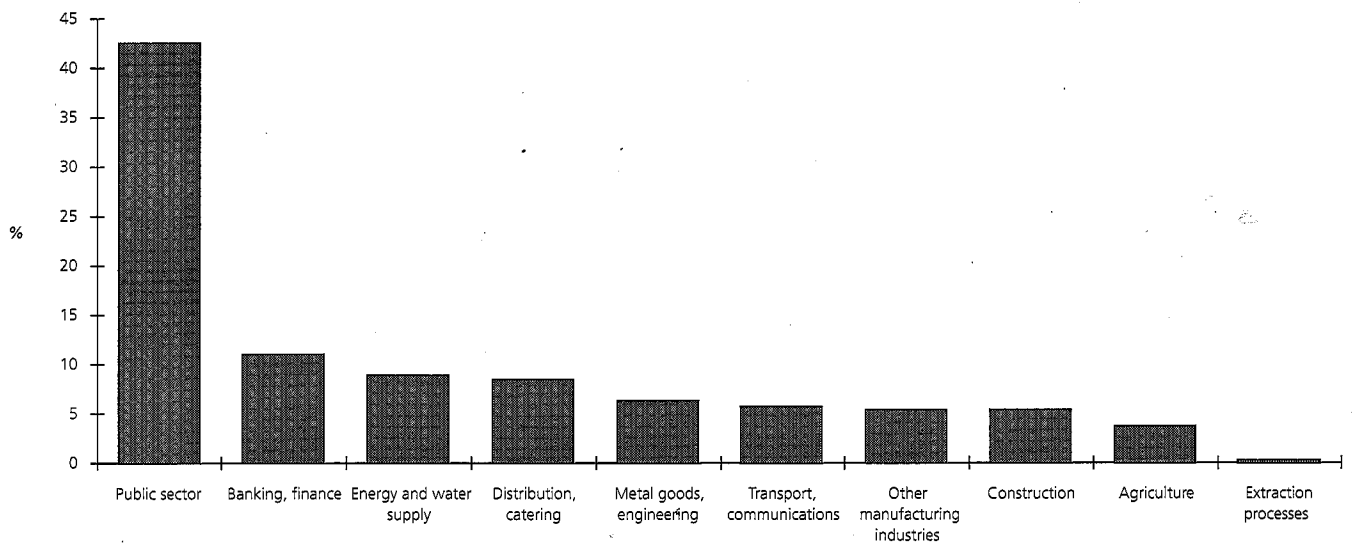


Figure 5.6 Main business of UK business passengers at Inverness Airport

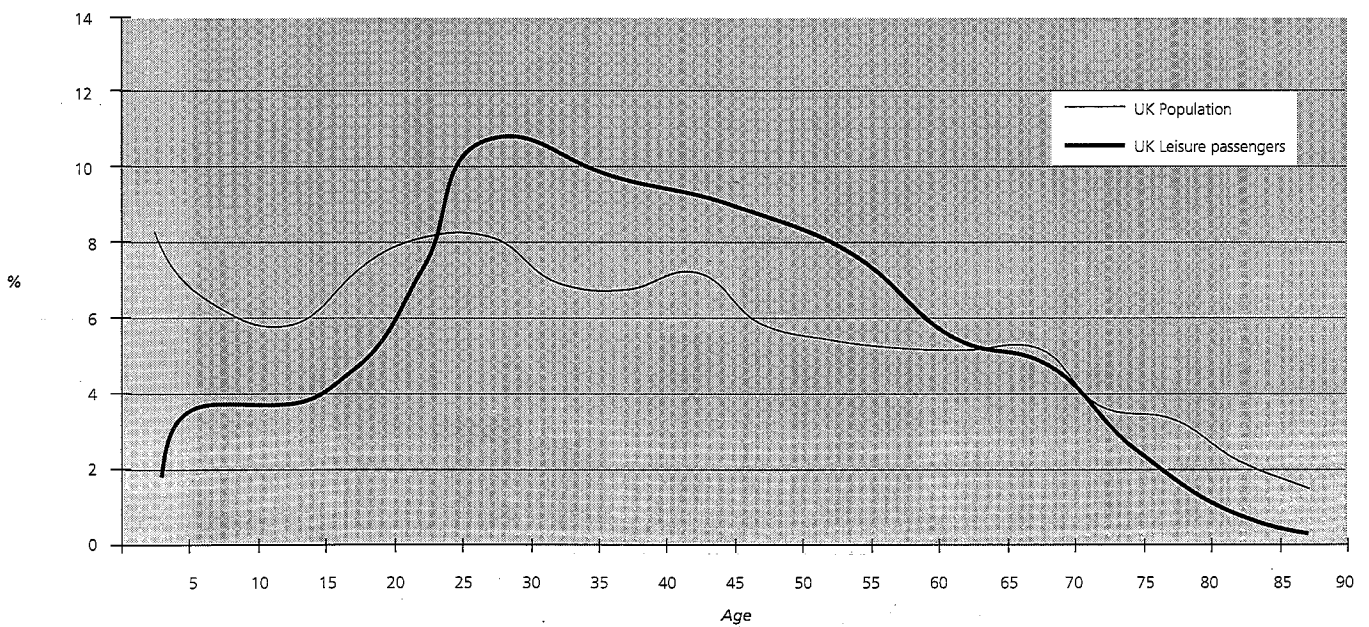


Figure 5.7 Age distribution of leisure passengers at Inverness Airport and the UK population

One in seven business passengers and six in ten leisure passengers were female.

Age and family makeup

The average age of UK leisure passengers was 40 and foreign leisure passengers 41.

Passengers in the 30-39 age group predominated accounting for one in five of both UK and foreign passengers.

Two in three leisure passengers had no children under sixteen living in the household.

Route characteristics

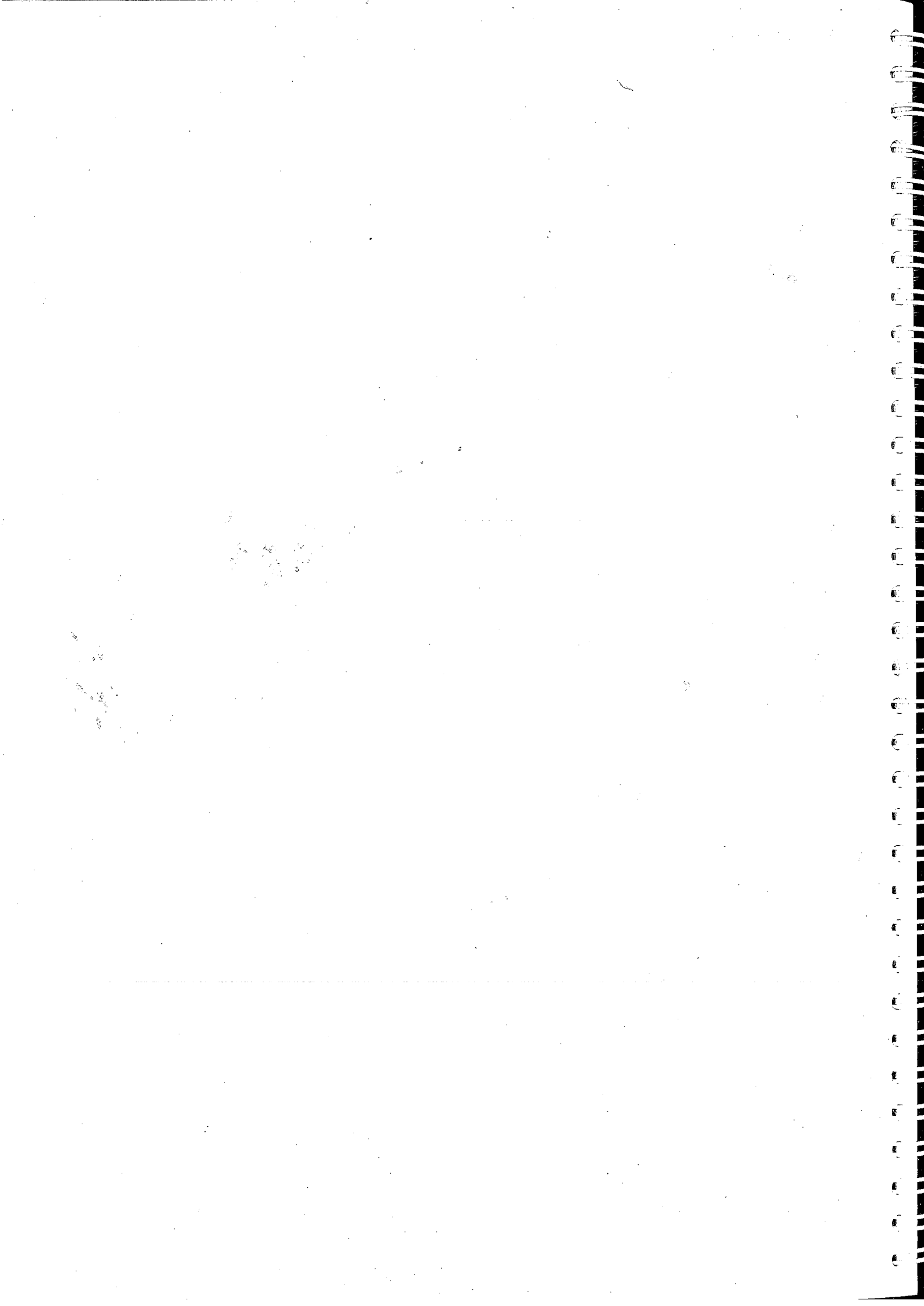
Less than one in a hundred passengers was changing planes at Inverness.

Of the scheduled routes served from Inverness, Heathrow dominated with 131,000 passengers and of these 46% were on business and 54% were travelling for leisure reasons.

Around two in three of the 25,000 Manchester/Gatwick passengers were travelling to Gatwick before the route was withdrawn by Dan Air in the autumn.

One quarter of Gatwick and Heathrow passengers were flying on to other points with half of these interlining passengers travelling to or from points in Europe.

The two airports not directly served by Inverness with the most passengers were Paris (3,000 passengers) and Birmingham (2,000 passengers).



Chapter 6

Prestwick Airport

Traffic levels

Traffic levels dropped dramatically at Prestwick Airport when services were switched away to other Scottish airports, most notably Glasgow, when the Secretary of State abolished the traffic distribution rules in the spring of 1990.

Up until 1990 traffic had increased year on year from 255,000 passenger movements in 1982 to 317,000 in 1989, a rise of 24%.

The number of passengers using the airport in 1990 dropped to 93,000 with 57% travelling on international charter and 43% on international scheduled flights.

Type and characteristics of passengers

No passengers using Prestwick Airport changed planes and of the passengers using surface modes of transport to

travel to or from the airport, the majority (62%) were UK residents.

Around one in ten passengers were travelling for business reasons.

Despite the dramatic drop in the number of passengers using the airport, a new market opened up in 1990; the number of UK passengers on inclusive tour holidays to North America increased from under a thousand in 1982 to just under 12,000 in 1990.

Surface Origin/destination

The switch of scheduled services to Glasgow at the end of April affected the surface travel pattern at Prestwick with lower proportions of passengers travelling to or from Glasgow and the surrounding areas and higher proportions of passengers travelling to or from points closer to the airport.

The willingness of charter passengers to travel long distances for the flight or holiday of their choice was demonstrated by the number of passengers travelling from the Highlands and Islands, Grampian and Tayside Regions.

Surface Access

Around two in three passengers used private cars for their journey to or from the airport, slightly up on the proportion recorded in 1982.

Hire cars were used by one in nine passengers and taxis by one in twelve.

Three in four UK leisure passengers used private cars compared to one in two foreign leisure passengers.

Two in three passengers using private cars were seen off compared to 15% or less being seen off for passengers using other modes of transport.

The average surface journey time of one hour 37 minutes was significantly lower than the two hours five minutes recorded in 1982, reflecting the contraction of the catchment area following the switch of scheduled services to Glasgow Airport.

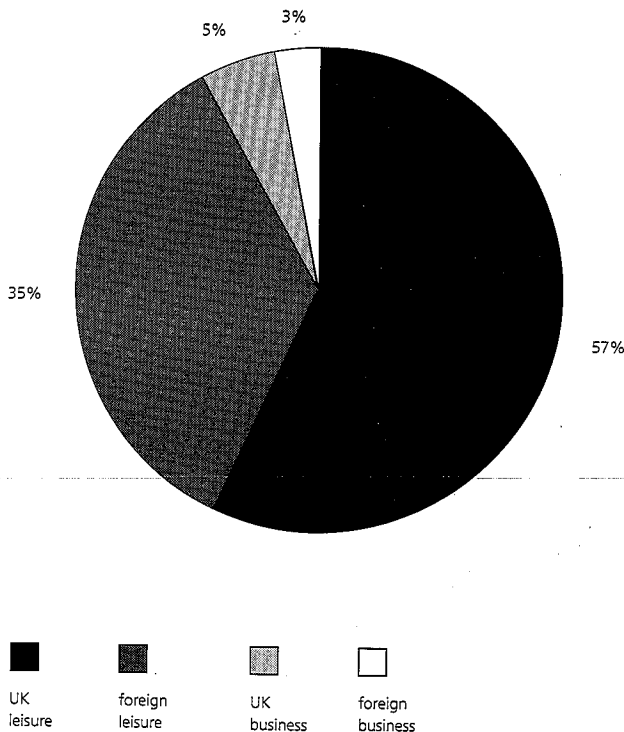


Figure 6.1 Type of international passengers using Prestwick Airport

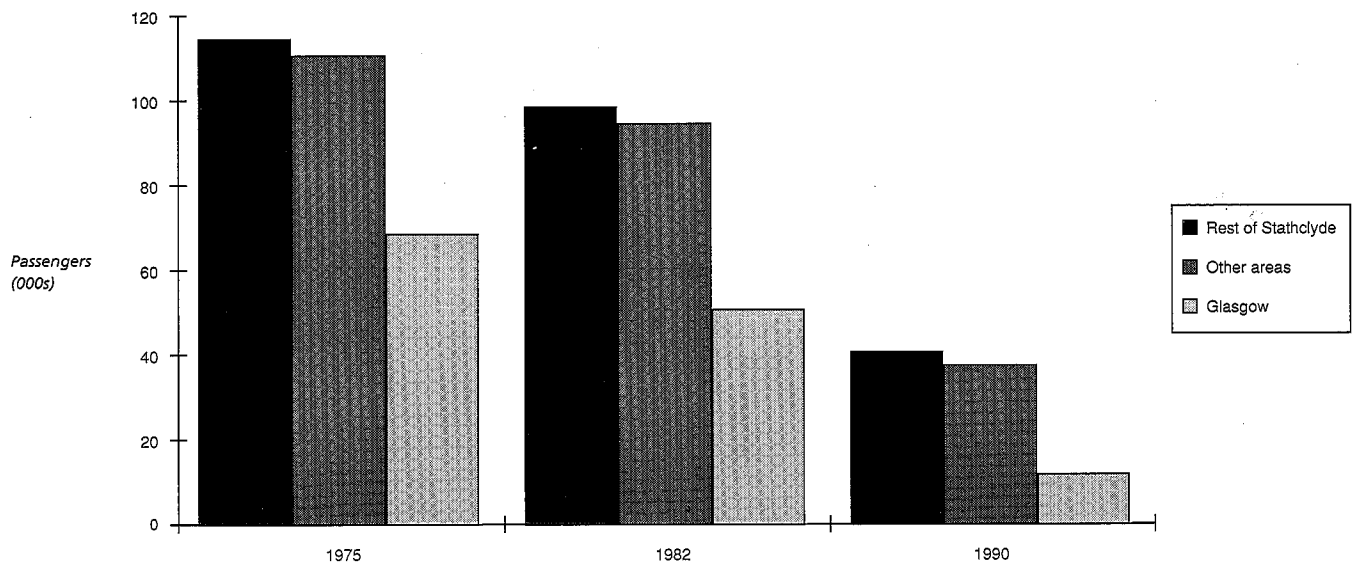


Figure 6.2 Origins/destinations of international passengers at Prestwick Airport

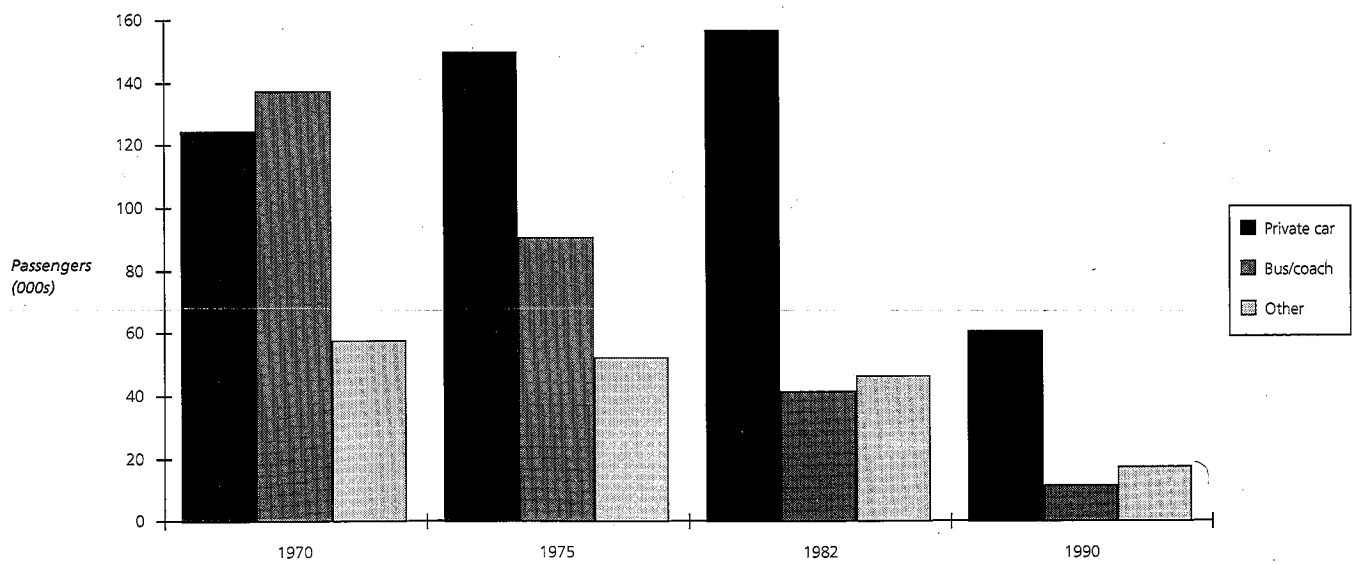


Figure 6.3 Mode of transport used at Prestwick Airport 1970-1990

Income and socio-economic group

The average incomes of UK passengers were £29,000 for business passengers and £22,000 for leisure passengers, considerably lower than their foreign counterparts at £48,000 and £36,000, respectively.

UK leisure passengers came from all socio-economic groups reflecting the large visiting friends and relatives element of the traffic.

One in three were from the A/B groups and one in four from each of the C1 and C2 groups.

Journey purpose, sex of passenger and booking pattern

Less than one in ten passengers was travelling on business to destinations in North America.

Over three-quarters of foreign passengers and 56% of UK passengers were visiting friends or relatives.

Of the one in five UK passengers who was taking an inclusive tour holiday, slightly over half chose hotels in preference to self catering accommodation.

In 1990 approximately the same number of females and males used the airport.

As expected for an airport handling only longhaul flights to North America, half the passengers booked their tickets six months or more in advance and one in five booked between four and six months before flying.

Age and family make-up

The average age of leisure passengers was lower at Prestwick than the other Scottish airports – 35 for UK passengers and 38 for foreign passengers, with the 30 – 39 group predominating.

The proportion of children travelling at Prestwick was much higher, particularly the 10–14 age group.

Two in three passengers had no children under 16 living in the household.

Route characteristics

No interlining took place at the airport.

The three scheduled services to Boston, New York and Toronto that operated up to the end of April were all used mostly by leisure passengers.

Just under two in three passengers on the US routes were from the UK, whereas two in three passengers travelling to or from Toronto were foreign.

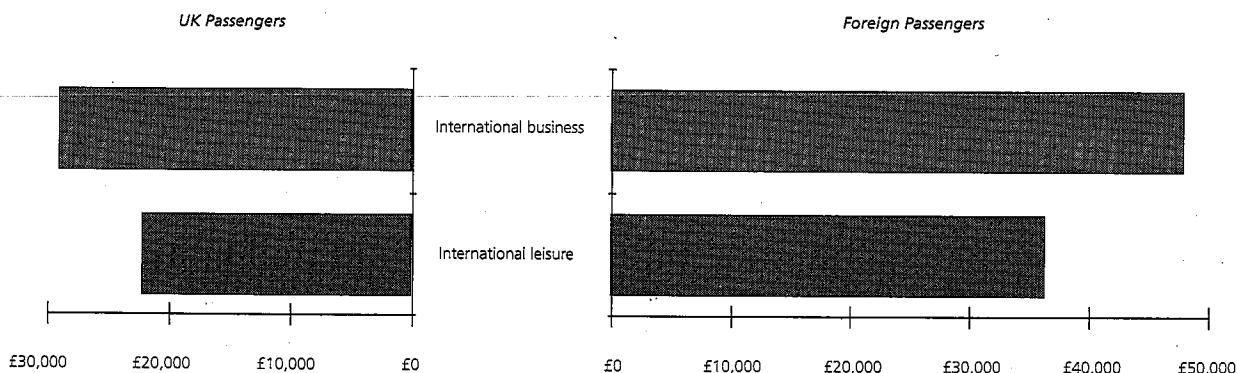


Figure 6.4 Average income of passengers at Prestwick Airport

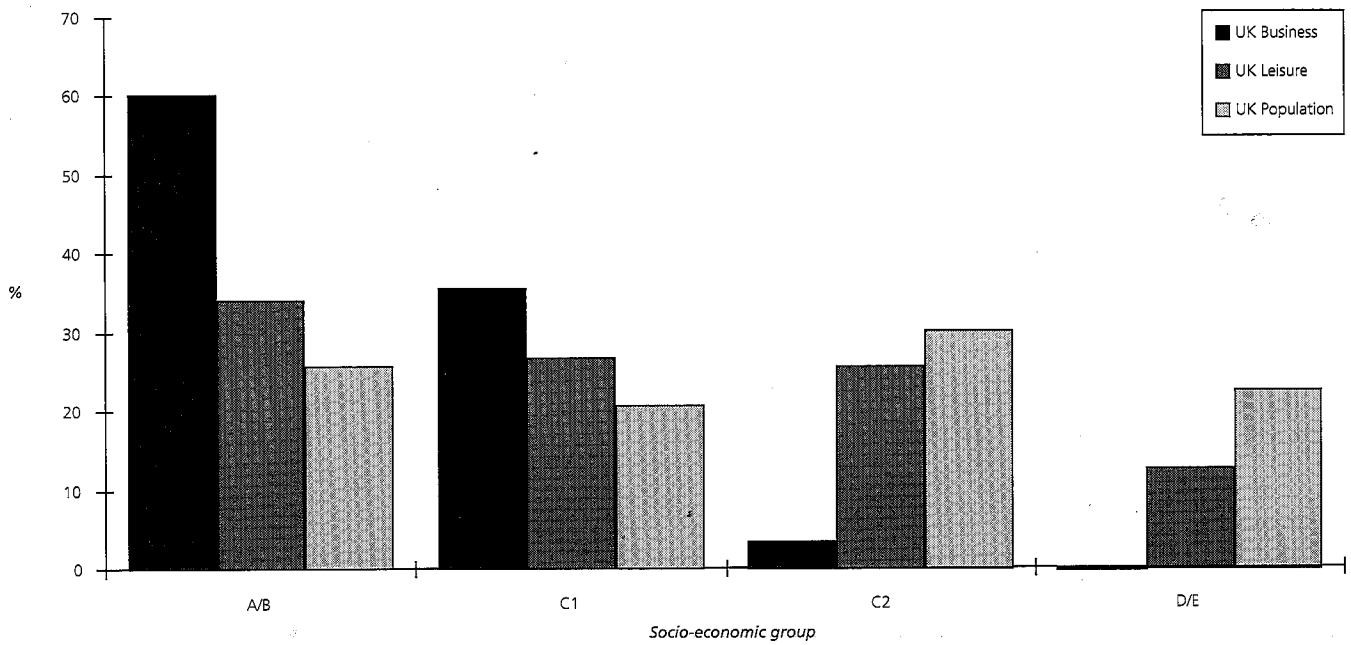


Figure 6.5 Socio-economic group of UK passengers at Prestwick Airport and the UK population

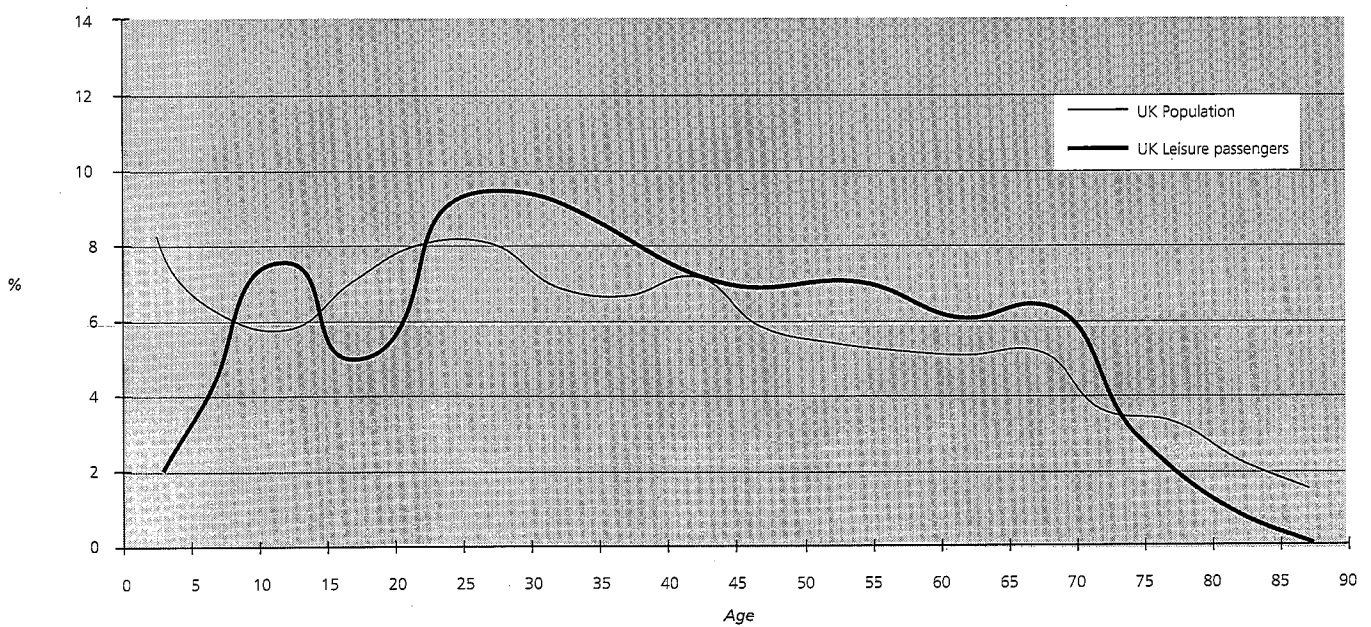


Figure 6.6 Age distribution of leisure passengers at Prestwick Airport and the UK population

Chapter 7

The Scottish Airports

The five Scottish airports covered in the 1990 survey have been examined together in order to gain an insight into any trends or patterns which have developed in Scotland as a whole.

The survey was run against a background of the invasion of Kuwait by Iraq in August and the developing economic recession in the UK and other industrialised countries. As a result traffic growth petered out towards the end of the year; the first quarter was 12% up compared to 1989 but by the fourth quarter growth was down to 4%. Glasgow featured as the European city of culture throughout the year thereby generating some extra demand from foreign originating leisure traffic.

Traffic at the fifteen Scottish Airports reporting statistics to the CAA stood at 9.9 million passenger movements in 1990, an increase of 48% over the 6.4 million recorded in the last survey year, 1982. At the same time passenger movements in the UK as a whole increased by 74% suggesting that air transport growth in Scotland was lagging behind the rest of the UK. A more detailed examination of flight types showed that, in fact, in some cases the underlying growth of passenger traffic had been as good as, if not better than the rest of the UK. Between 1982 and 1990 there was little or no growth in oil related traffic such as charter international routes to and from the rigs and domestic charter routes between Aberdeen, Sumburgh and other Scottish airports. In the same period significant growth was taking place on international scheduled services where the number of passengers was two and a half times greater than in 1982, reflecting the wide expansion during the 1980s in the frequency and range of international scheduled services directly available from the Scottish airports. Domestic scheduled traffic also grew significantly by 73%, in line with total passenger growth for the UK as a whole.

Survey information collected on country of residence and journey purpose enabled further comparisons to be made on growth rates for different types of terminating passengers at the four Scottish BAA airports. International UK business and non inclusive tour leisure passengers recorded growth of 65% and 59%, respectively, whereas UK inclusive tour passengers grew more slowly by 38%. The expansion on domestic scheduled services was UK led with UK passenger growth between six and eight times higher than foreign passenger growth. The introduction of new operators on the trunk routes to London and the great variety of holiday deals available seemed to have stimulated the market for UK leisure passengers who recorded a massive 121% increase between 1982 and 1990.

Since the last survey in 1982 the population of Scotland had declined by 2% to stand at just over 5 million. Strathclyde contained 46% of Scotlands population and around 30% of the population lived in the four main city districts – Aberdeen, Edinburgh, Dundee and Glasgow. Of the four cities only Aberdeen had recorded population growth over the last decade. An examination of the distribution of Scotland based passengers taken against the Scottish population revealed variations by area in propensity to fly. Grampian and Lothian passengers had the greatest propensity to fly reflecting the high aviation activity of energy sector business passengers working in the two regions and also perhaps the greater affluence of leisure passengers living on the East side of Scotland. Passengers from the two regions bordering England – Borders and Dumfries and Galloway had the least propensity to fly, which was not surprising as some passengers will have found Newcastle Airport more accessible than the Scottish airports.

The sphere of influence of the Scottish airports is difficult to measure as generally a passengers choice of airport is based on availability and timing of flights, ease of surface access, journey time and flight costs. Similar Heathrow and Gatwick services were available from Edinburgh and Glasgow and to a lesser extent Aberdeen and Inverness so origins/destinations of passengers using the two routes have been used as an approximate guide to the influence the four airports have in Scotland. Figures 7.1 and 7.2 show that a clear pattern emerges. Inverness was most used by London bound passengers who were travelling to or from points in the Highland and Island Region with the exception of the Lochaber area, and by passengers from the Moray area of the Grampian Region. Aberdeen was preferred by passengers from the rest of the Grampian Region and for the Gatwick route by passengers from the Angus area of Tayside as well. The breakdown between Glasgow and Edinburgh was the same for both the Gatwick and Heathrow routes. The majority of passengers from the Central, Lothian and Border Regions chose Edinburgh whilst the majority of passengers from the Dumfries and Galloway and Strathclyde Regions preferred Glasgow. There is no reason why these patterns or spheres of influence should not be repeated for any route that has broadly similar services running at each of the Scottish airports.

One of the factors influencing choice of airport was surface journey time. Passengers travelling to or from the Cities of Aberdeen, Edinburgh or Glasgow from the respective airports had remarkably low average journey times ranging between 18 and 42 minutes. Despite the fact that more car users were on the road in Scotland in 1990 compared to 1982, the overall average journey time

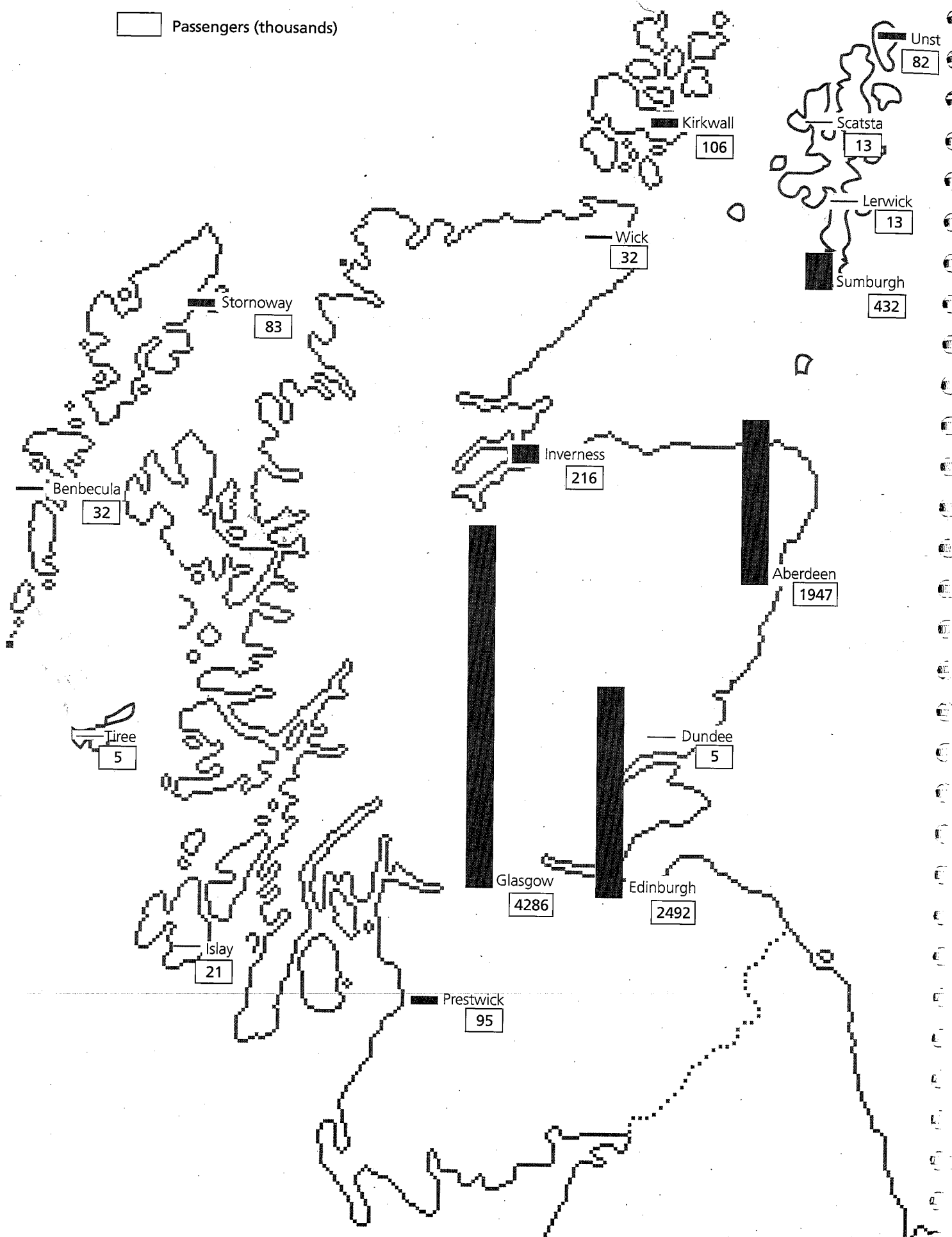


Figure 7.1 Terminal passengers using Scottish airports in 1990

at the three airports had increased by only 1 to 3 minutes. At the same time there was the paradox of falling market share of private car usage at the airports, particularly at Glasgow measured against the 33% increase in the number of private cars registered in Scotland. Changes in the passenger mixes at the airports were thought to have had some influence on mode of transport, with foreign and non-Scottish based passengers, who increased market share, less likely to have access to private cars. There was some evidence to suggest that leisure air travel had become the norm in 1990 as a much lower proportion of passengers were seen off or met than in 1982.

The ratio of the sexes for the population of Scotland remained constant during the 1980s with 48% males and 52% females. Between 1982 and 1990 the proportion of passengers at Scottish airports who were female increased from 30% to 32%. In parallel the number of females in employment in Scotland and the proportion of females travelling for business reasons increased, the latter almost doubling.

The age structure of the population of Scotland has changed in line with the UK population as a whole with an increase in the proportion of people aged over 16 from 87% in 1982 to 91% in 1990. The distribution of ages of UK leisure passengers was similar at each of the Scottish airports with average ages of 39-40, apart from Prestwick where the average age was 35.

Unemployment in Scotland rose from 270,000 in 1982 to 342,000 in 1986 but then progressively dropped back so that by 1990 it stood at just over 200,000. A comparison of

Scottish employment with main business of UK business passengers broken down by Standard Industrial Classification showed that passengers from the Energy and Water supply sectors had the greatest propensity to fly. At the same time the nationwide decline in the proportion of the population working in manufacturing industries was mirrored by the fall in the proportion of both international and domestic UK passengers working in manufacturing industries who used the Scottish airports. Even so, passengers from the manufacturing industries still generated the most trips per head of population.

The influence of the North Sea oil industry on business air travel waned throughout Scotland in the period 1982-1990 with the proportion of business passengers flying in connection with work in the energy sector dropping at all four BAA airports, despite the fact that passengers from this group still had the greatest propensity to fly. The effect on Aberdeen was most noticeable; the introduction of travel allowances by various companies was thought to have influenced a move from air to surface travel for those passengers travelling between Aberdeen and points in Scotland.

Comparison of average incomes by passenger type across the airports was inconclusive apart from the fact that Inverness and Edinburgh UK leisure passengers seemed more affluent than their Aberdeen, Glasgow or Prestwick counterparts. The greater availability of lower cost holidays and the subsequent use of these holidays by a wider range of the Scottish population can be seen in the lower average incomes recorded for UK international

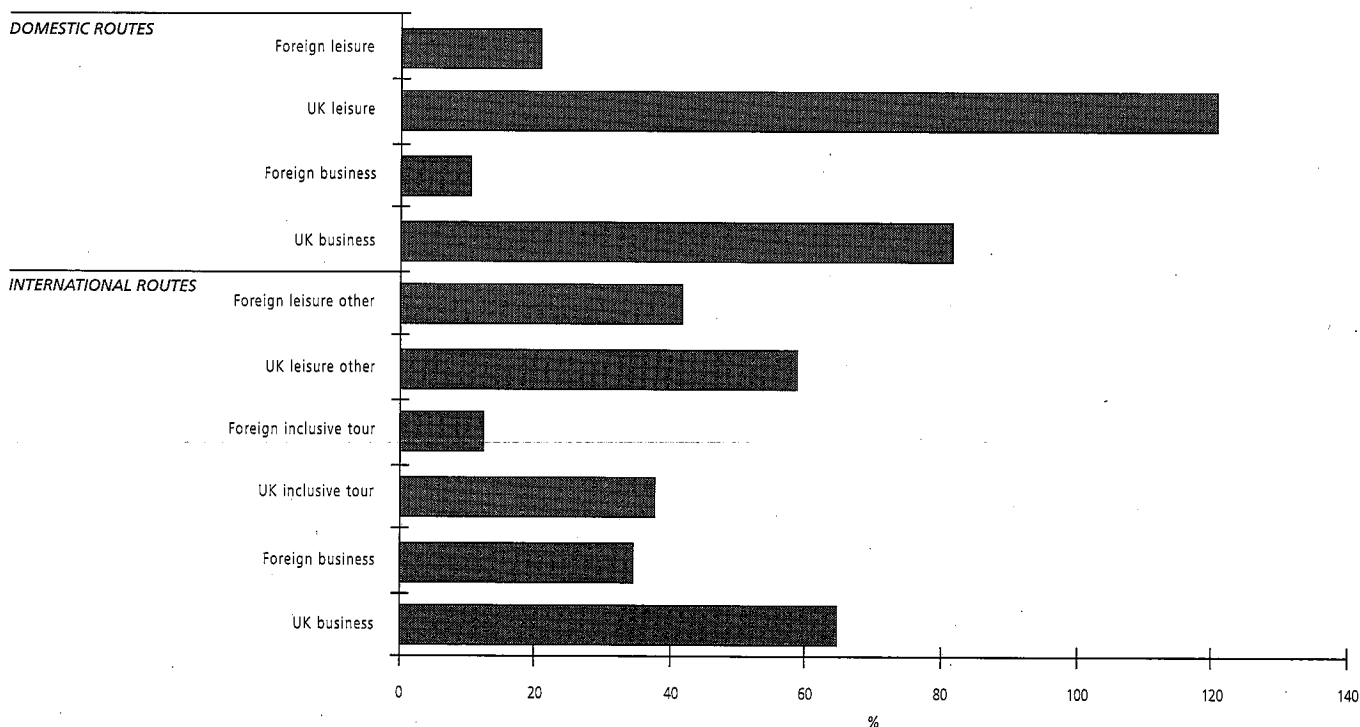
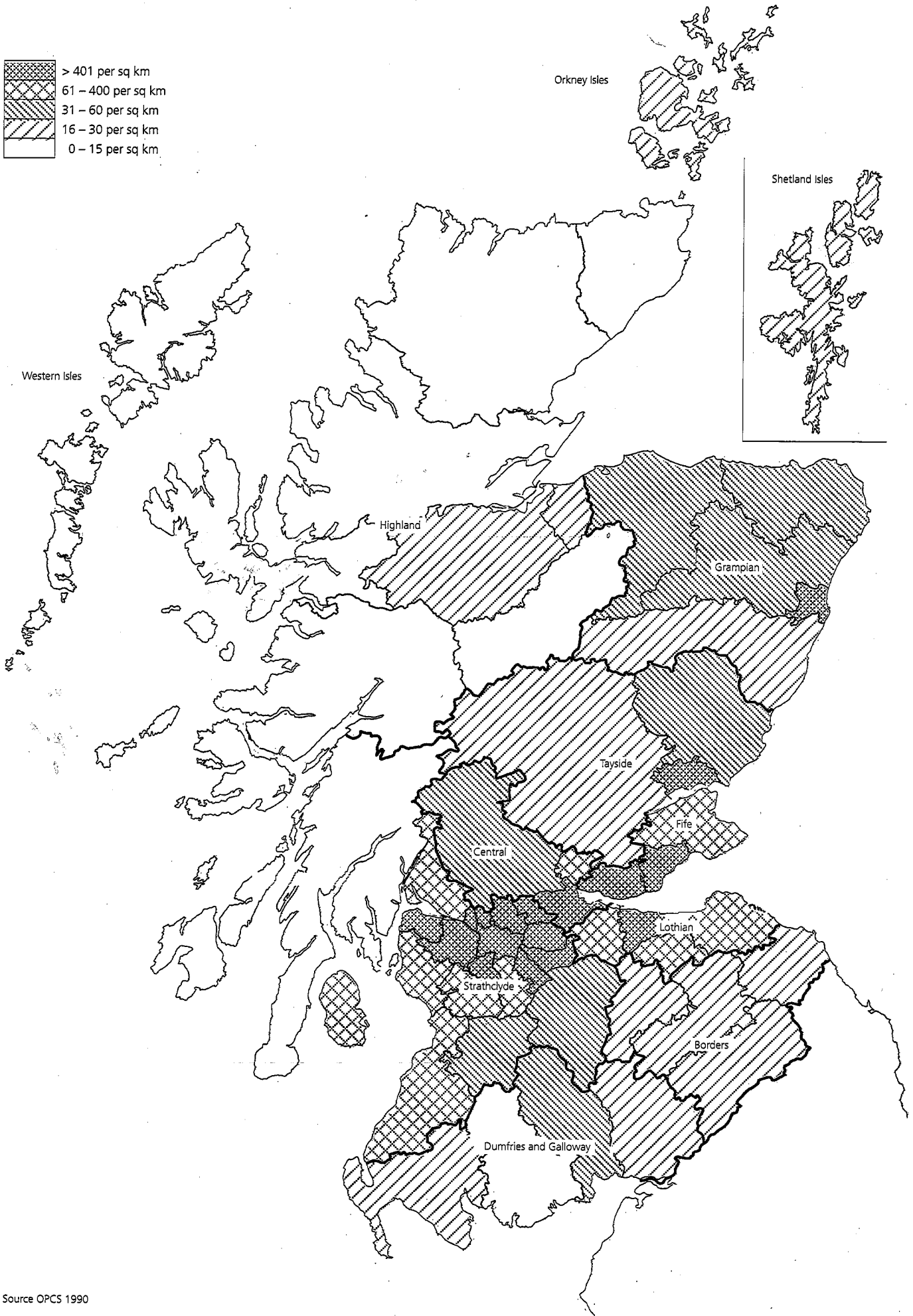
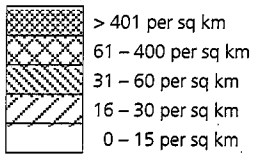


Figure 7.2 Percentage increases of terminating passengers at the BAA Scottish airports between 1982 and 1990



Source OPCS 1990

Figure 7.3 Population density by districts

leisure passengers at Glasgow and Prestwick compared to the other airports.

Booking patterns varied in direct relation to the availability, distance and cost of flights. At Glasgow with its well established broad leisure market, a much higher proportion of passengers booked at the last moment than at Edinburgh or Aberdeen. Passengers using the longhaul flights to North America from Prestwick booked the furthest in advance.

The introduction of direct scheduled services to North America from Glasgow will significantly change the routings taken by passengers travelling between Scotland and the US. The first effects were picked up in the 1990 survey - 84% of Chicago passengers and 73% of Boston passengers were flying on to other points in the US, compared to 56% flying on from Boston in 1982 on the Prestwick service. Previously many of these passengers would have flown via London. Passengers may well find it more comfortable to interline via an American airport if transfer times and ease of transfer are better than at the London airports. In 1990, 29,000 passengers were travelling indirectly from Scottish airports to Los Angeles, 24,000 to New York, 21,000 to Orlando and 20,000 to San Francisco.

There was ample evidence to show that passengers preferred direct services from Scotland, given the choice, but that the market penetration of direct services to near

European points varied widely. Direct Amsterdam services to Aberdeen, Edinburgh and Glasgow were used by 95% of passengers with 5% (10,000 passengers) travelling by indirect routes. Direct Paris services from Scotland captured 85% of the market and indirect services 15% (25,000 passengers); some of the direct Paris services were routed via other UK airports which may have persuaded some passengers to use the indirect services. Of the other major European routes, 34% (14,000) of Dusseldorf passengers, 53% (24,000) of Brussels passengers, 62% (23,000) of Frankfurt passengers and 79% (21,000) of Zurich passengers all used indirect services. The two biggest scheduled routes not served in 1990 were Geneva (19,000 passengers) and Milan (14,000 passengers).

An examination of interlining through Amsterdam and Paris compared to interlining through the two London Airports revealed a low level of market penetration for the two continental airports. Close to a million passengers using the Scottish airports, transferred to international flights and of these Heathrow took 77%, Gatwick 17%, Amsterdam 4% and Paris 3%.

A slight majority of UK passengers on the trunk routes to Heathrow and Gatwick lived in Scotland (54%) but when passengers flying on to international points from the London airports were excluded, the results showed slightly more UK passengers were based in the South East (54%) and travelling up to Scotland than vice versa.

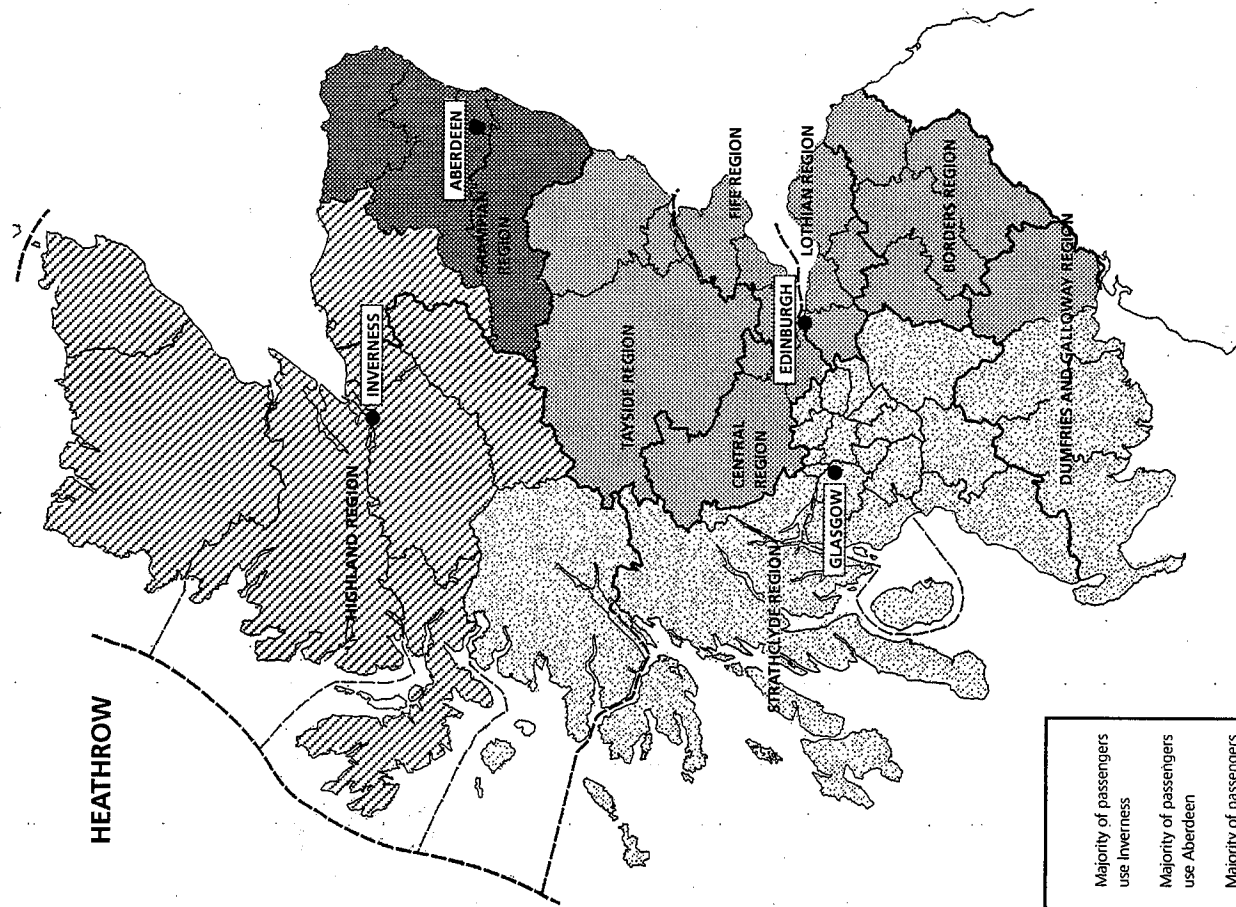
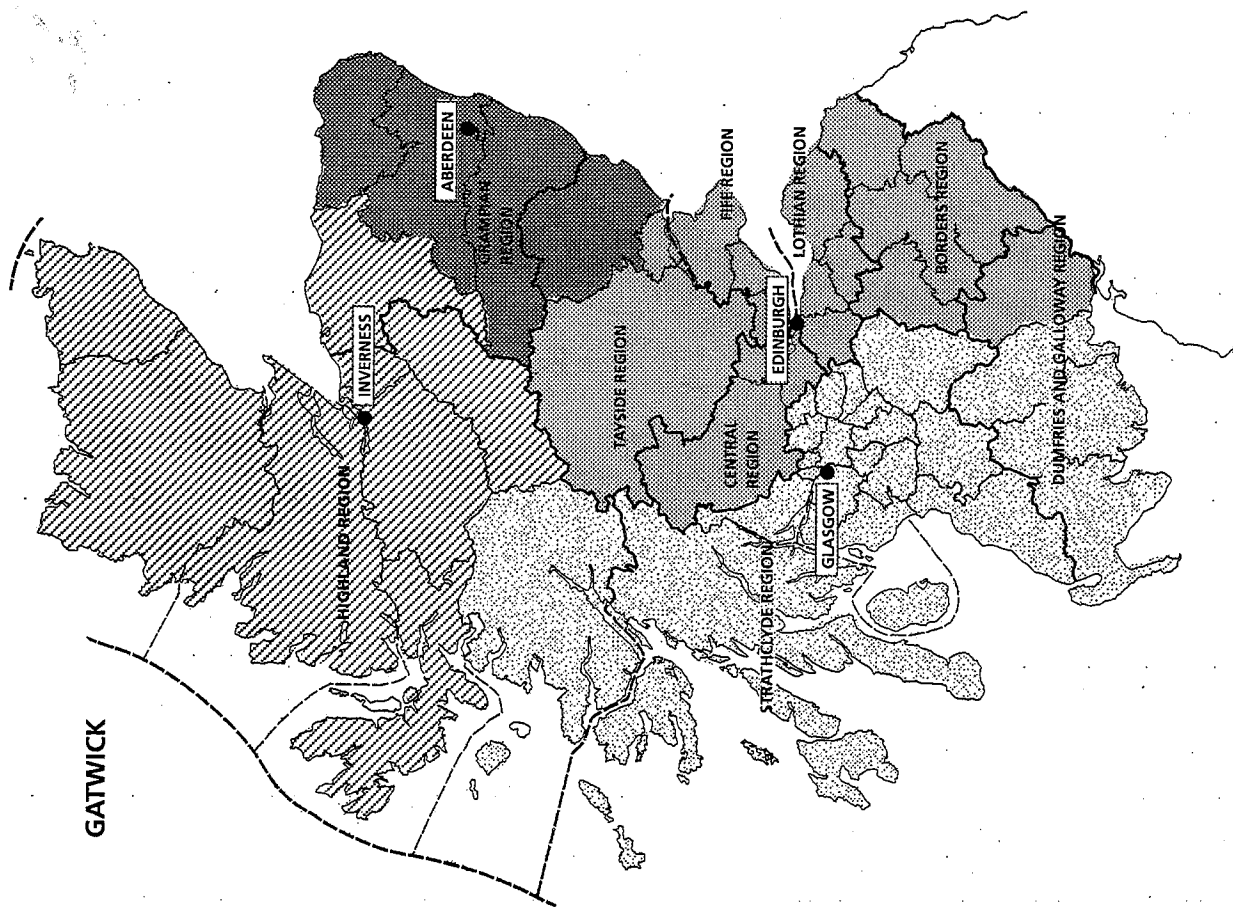


Figure 7.4 Passenger surface origin/destination for the Gatwick and Heathrow routes

Chapter 8

The National Picture

The 1990 Scotland results have been combined with re-weighted results of earlier surveys at other airports to present a national picture of movements between planning regions and major UK airports. Details of the re-weighting techniques are shown in Appendix C.

There continued to be great variation in the type of markets served by airports and the market penetration of those same airports. The London airports still dominated in 1990, accounting for very slightly under two in three of the 102 million terminal passengers using UK airports. Manchester with 10% of the market followed Gatwick(21%) and Heathrow(42%). Glasgow was the fourth largest UK airport with 4% and Edinburgh was sixth with 2% of the market. An analysis of passengers travelling to or from points outside the planning region of the airport showed that airports situated close to planning region borders with good motorway or public transport links and high concentrations of charter passengers tended to attract the highest proportions from other planning regions. Three airports stood out; four in ten passengers at Manchester Airport were travelling outside the North West Planning Region, one in three East Midlands passengers were travelling outside the East Midlands and one in three Luton passengers were travelling outside the South East. Apart from the 8% of passengers at Prestwick travelling to or from points in England, practically all passengers using the Scottish airports were travelling to or from points in Scotland.

Another measure of an airport's market penetration is the proportion of passengers using airports located in the same planning region as their surface origin/destination. Figure 8.4 shows that the Scottish airports served 85% of the Scottish market; Similarly, 83% of North West passengers used Manchester or Liverpool and six in ten Northern passengers used Newcastle or Tees-side. Approximately half of West Midlands' passengers used Birmingham, a third of Wales' passengers used Cardiff and just under a third of East Midlands' passengers used East Midlands Airport. One in five Yorkshire/Humberside and one in six South West passengers used Leeds/Bradford and Bristol Airports, respectively. As expected, after the Scottish airports, the greatest market penetration was recorded for the South East airports who took practically all passengers who were travelling to or from points in the South East.

When passengers connecting between domestic and international flights at Gatwick and Heathrow were also

included with those passengers travelling by surface, and the different types of passengers were examined in detail then variations in UK international traffic distribution appeared. The London airports still dominated the market for several important passenger groups, though Heathrow lost market share for all scheduled international types to other UK airports, most notably Gatwick and Manchester. The latter increased its share of the scheduled international market, particularly for UK leisure passengers, up from 3% in 1987 to 8% in 1990. Manchester also strengthened its grip on the UK charter inclusive tour market, increasing share to 28% from 25%, whilst Gatwick still retained the largest market share, albeit reduced from 40% to 37%.

Most regional airports catered for a very small proportion of their potential scheduled international market. For example, for UK scheduled business passengers Bristol, Cardiff, East Midlands and Leeds/Bradford airports carried less than 15% of their potential markets. The charter market distribution was more even, confirming the spread of charter international services to most UK airports. Gatwick lost about 3% of the UK charter market whilst Manchester increased market share by the same amount.

An examination of the propensity to fly by planning region of origin and UK international passenger type revealed widely differing levels of demand. UK passengers from the South East showed the greatest propensity to fly overall followed by passengers from the North West. Passengers from Wales and the Northern Planning Regions showed the least propensity to fly. For both business and leisure UK scheduled passengers, the South East was some way ahead of all the other planning regions in passenger demand, but for charter inclusive tour leisure passengers a different picture emerged. UK charter inclusive tour passengers from the North West had the greatest propensity to fly followed by passengers from the South East and Yorkshire/Humberside regions. The range by planning region for propensity to fly was narrower for charter inclusive tour passengers than any of the other groups.

North West based UK passengers recorded the biggest growth in demand, between 1987 and 1990, for international travel up 13%, closely followed by passengers from the West Midlands (12%) and Scotland (11%). Demand from UK passengers from the South East

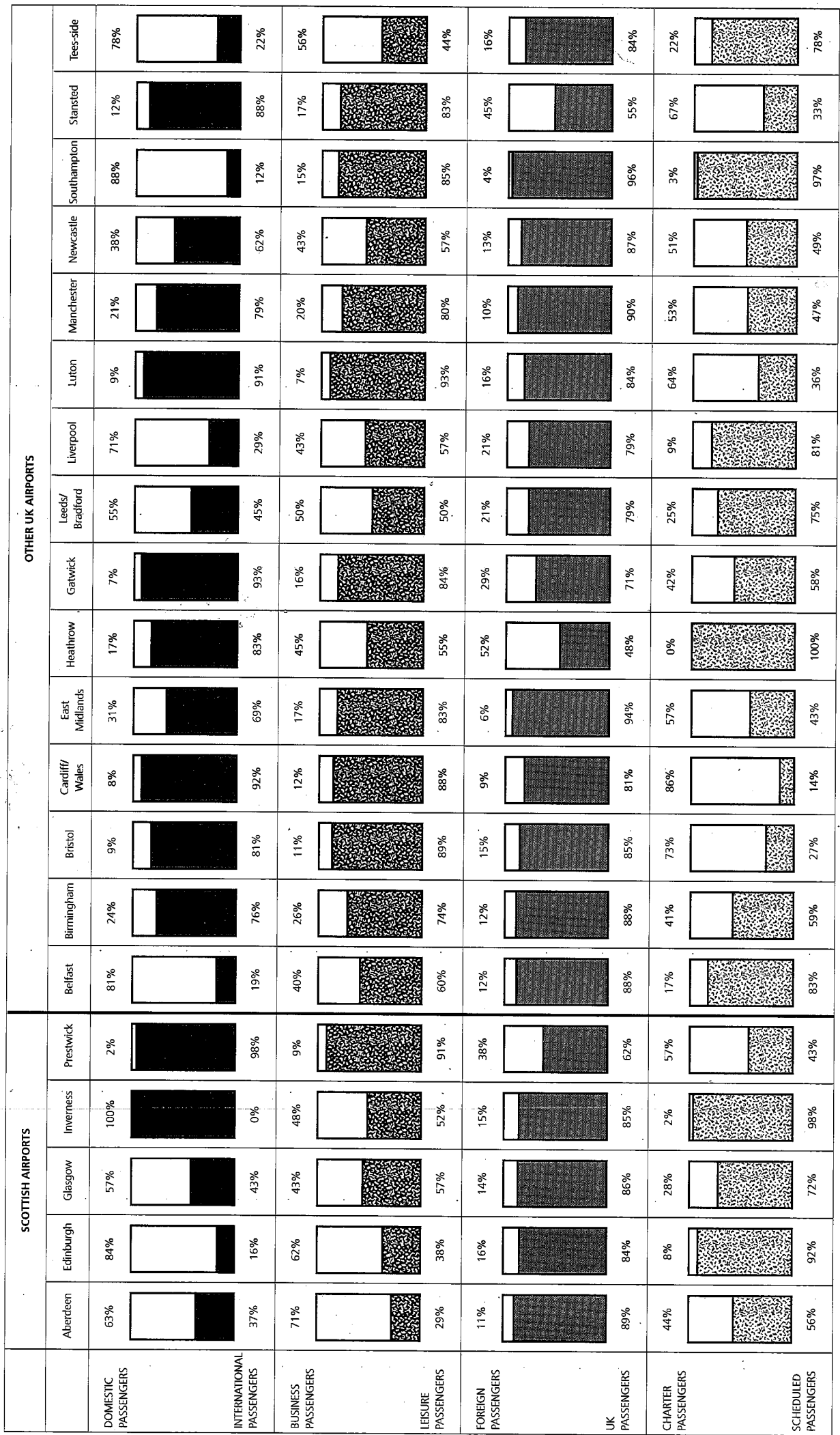


Figure 8.1 Distribution of international/domestic, business/leisure, UK/foreign and charter/scheduled terminal passengers in 1990

KEY

%
YYYY

% of terminating passengers with origin/destination in the planning region of the airport
 Number of terminating passengers using the airport in thousands, in 1990

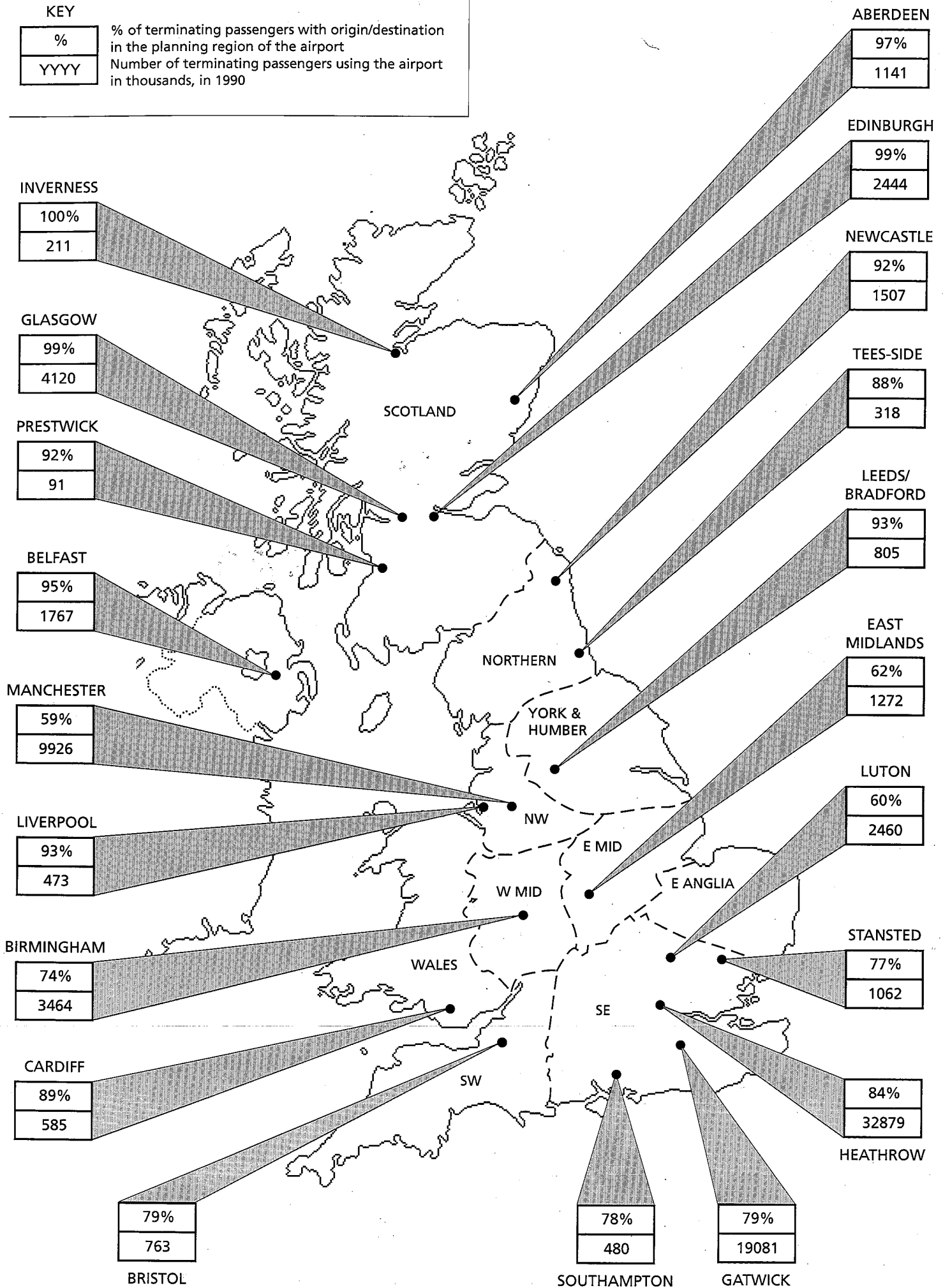


Figure 8.2 Proportion of passengers with origin/destination within planning region of airport

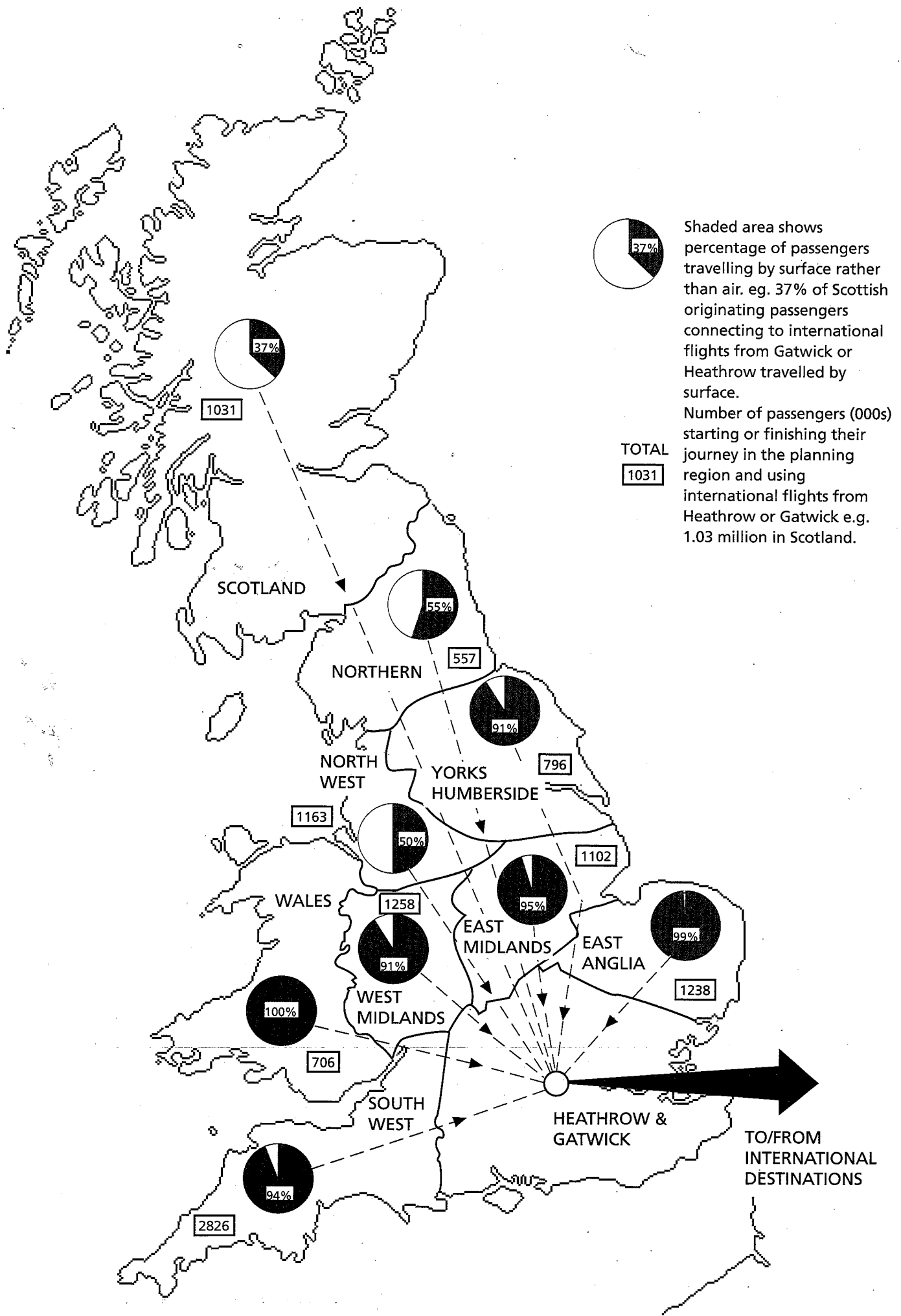


Figure 8.3 International passengers using Heathrow and Gatwick Airports by planning region of starting/finishing point in 1990

grew by a more modest 9% perhaps reflecting the fact that the 1990/1991 recession began in the South East before spreading to other UK regions. Residents of the South East, however, were still one and a half times more likely to generate an international air journey than their counterparts in the North West. Passengers based in East Midlands and Wales grew by only 2% between 1987 and 1990.

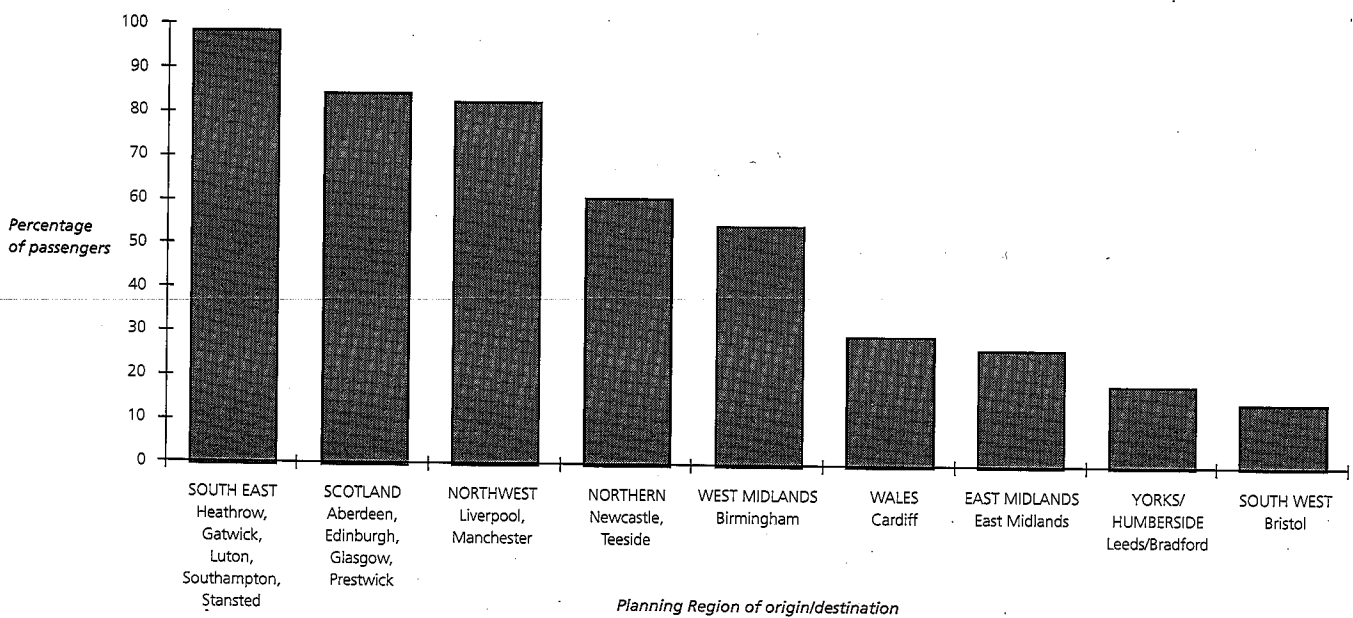


Figure 8.4 Origin/destination of total air passengers using airports located in their own planning region in 1990

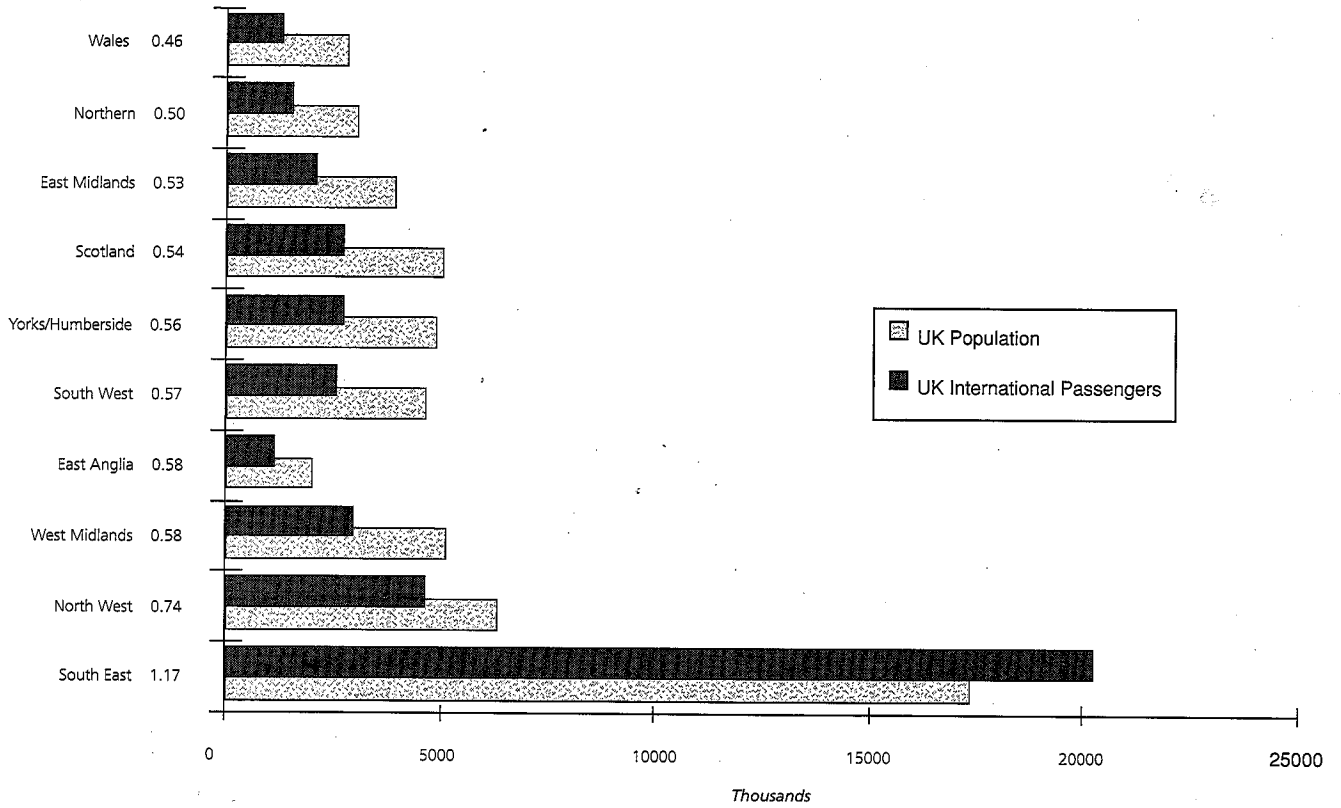


Figure 8.5 Propensity to fly by planning region for UK international passengers in 1990

Appendix A

Tables

A1 As in all analysis based on survey work, care should be taken in the interpretation of figures when used in disaggregated form. In the 1990 survey over 50,000 passengers were interviewed representing an average contact rate of 1 in 166. On some tables caution should be used when the population totals are small.

<i>Airport</i>	<i>Sample</i>	<i>Population (000s)</i>	<i>Contact Rate</i>
Aberdeen	9,031	1,343	1 in 149
Edinburgh	10,339	2,472	1 in 239
Glasgow	19,043	4,281	1 in 225
Inverness	5,372	213	1 in 40
Prestwick	6,720	91	1 in 14
Total	50,505	8,400	1 in 166

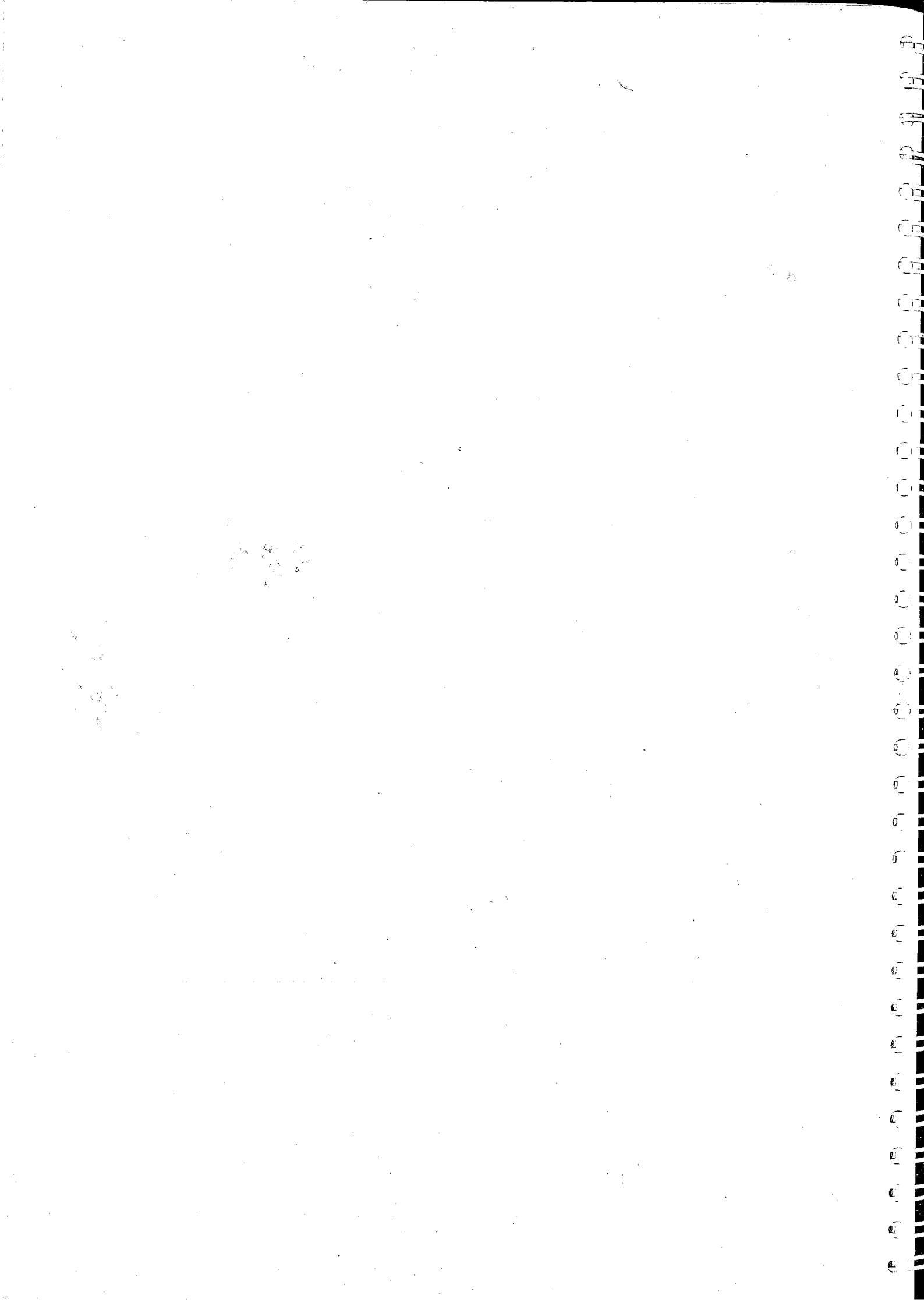


Table 1
Terminal Passengers at Scottish Airports 1970-1990

Year	Terminal Passengers (thousands)					All UK Airports (1)	Scottish Airports Share of UK Traffic %
	Aberdeen	Edinburgh	Glasgow	Inverness	Prestwick		
1970	119	653	1703	87	335	31397	9.2
1971	141	680	1744	92	323	34760	8.6
1972	190	756	1880	115	452	38943	8.7
1973	260	877	2142	134	386	42982	8.8
1974	446	791	1935	130	343	40012	9.1
1975	645	874	1763	125	395	41846	9.1
1976	823	991	1976	136	398	44666	9.7
1977	946	1021	1752	134	386	45927	9.2
1978	1200	1137	2153	143	363	52829	9.5
1979	1285	1244	2358	148	420	56992	9.6
1980	1448	1162	2339	141	394	57822	9.5
1981	1553	1119	2265	133	363	57754	9.4
1982	1648	1203	2405	129	255	58771	9.6
1983	1748	1275	2441	174	250	61100	9.6
1984	1763	1489	2747	155	236	67572	9.5
1985	1697	1574	2695	162	236	70434	9.0
1986	1507	1649	3101	167	241	75161	8.9
1987	1469	1845	3365	169	300	86041	8.3
1988	1612	2074	3634	187	302	93162	8.4
1989	1730	2363	3862	205	317	98898	8.6
1990	1947	2492	4286	216	95	102418	8.8

(1) Excluding the Channel Isles

Table 2
Passengers using Scottish Airports

Passenger Group	Aberdeen %				Edinburgh %				Glasgow %				Inverness %				Prestwick %			
International terminating	11.0				14.0				38.4				0.0				47.6			
Domestic terminating	72.3				80.6				56.0				96.2				0.0			
Interline	14.7				1.1				2.9				0.8				0.0			
Transit	2.0				4.3				2.7				3.0				52.4			
Total	100				100				100				100				100			
Total Passengers(000s)	1370				2583				4366				219				191			

Table 3
Composition of terminating passengers at Aberdeen in 1975, 1982 and 1990.

Passenger Type	1975	1982	1990
	%	%	%
International Business			
UK	3.5	4.4	4.0
Foreign	4.9	4.2	2.6
International Leisure			
UK	4.6	5.8	4.7
Foreign	1.3	1.6	1.9
Domestic Business			
UK	53.0	57.6	59.7
Foreign	8.2	7.1	4.5
Domestic Leisure			
UK	19.1	16.0	20.4
Foreign	5.3	3.3	2.3
Total	100	100	100
Total terminating passengers (000s)	381	944	1141

Table 5
Composition of terminating passengers at Glasgow in 1970, 1975, 1982 and 1990.

Passenger Type	1970	1975	1982	1990
	%	%	%	%
International Business				
UK	1.7	1.4	2.0	2.0
Foreign	0.7	1.1	1.7	2.1
International Leisure				
UK	19.1	22.8	34.4	31.5
Foreign	4.6	4.4	2.9	5.1
Domestic Business				
UK	40.4	41.7	36.9	36.1
Foreign	3.8	3.2	4.6	2.8
Domestic Leisure				
UK	23.2	20.5	13.7	17.0
Foreign	6.7	4.8	3.8	3.5
Total	100	100	100	100
Total terminating passengers (000s)	1631	1678	2274	4120

Table 7
Composition of terminating passengers at Prestwick in 1970, 1975, 1982 and 1990.

Passenger Type	1970	1975	1982	1990
	%	%	%	%
International Business				
UK	1.8	3.1	3.2	5.2
Foreign	2.9	6.5	2.5	3.4
International Leisure				
UK	37.0	40.9	44.6	56.9
Foreign	58.2	49.5	49.7	34.5
Total	100	100	100	100
Total terminating passengers (000s)	320	295	245	91

Table 4
Composition of terminating passengers at Edinburgh in 1970, 1975, 1982 and 1990.

Passenger Type	1970	1975	1982	1990
	%	%	%	%
International Business				
UK	0.2	1.0	0.8	1.7
Foreign	0.3	0.9	0.9	1.4
International Leisure				
UK	3.9	2.2	14.4	9.1
Foreign	3.6	4.8	2.5	2.7
Domestic Business				
UK	42.6	46.7	44.3	53.2
Foreign	5.6	4.6	8.4	5.5
Domestic Leisure				
UK	25.6	26.7	15.5	20.0
Foreign	18.2	13.1	13.1	6.5
Total	100	100	100	100
Total terminating passengers (000s)	624	852	1195	2444

Table 6
Composition of terminating passengers at Inverness

Passenger Type	1990
	%
International Business	
UK	0.0
Foreign	0.0
International Leisure	
UK	0.0
Foreign	0.0
Domestic Business	
UK	44.0
Foreign	3.9
Domestic Leisure	
UK	40.9
Foreign	11.2
Total	100
Total terminating passengers (000s)	211

Table 8
Flight types taken by passengers at Aberdeen Airport 1982-1990

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	9.2	1.8	11.0	89.0	100	847
1983	10.7	3.2	13.9	86.1	100	832
1984	11.5	1.5	13.0	87.0	100	868
1985	11.3	1.3	12.6	87.4	100	896
1986	11.4	5.7	17.1	82.9	100	861
1987	11.9	4.7	16.6	83.4	100	854
1988	11.4	3.8	15.2	84.8	100	922
1989	12.4	3.4	15.7	84.3	100	1004
1990	12.3	2.6	14.9	85.1	100	1127

Table 9
Flight types taken by passengers at Edinburgh Airport 1982-1990

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	5.0	14.9	19.9	80.1	100	1198
1983	4.4	15.5	19.9	80.1	100	1266
1984	5.3	12.7	17.9	82.1	100	1483
1985	5.9	9.1	15.0	85.0	100	1564
1986	5.3	9.8	15.1	84.9	100	1645
1987	6.3	8.8	15.1	84.9	100	1838
1988	6.3	7.8	14.1	85.9	100	2064
1989	7.1	8.1	15.3	84.7	100	2345
1990	8.2	7.6	15.8	84.2	100	2481

Table 10
Flight types taken by passengers at Glasgow Airport 1982-1990

Year	International Scheduled	International Charter	International Total	Domestic Scheduled	Total	Total Passengers (000s)
	%	%	%	%	%	
1982	8.1	32.8	40.9	59.1	100	2314
1983	7.6	31.3	38.9	61.1	100	2300
1984	6.9	35.5	42.4	57.6	100	2705
1985	7.4	31.1	38.5	61.5	100	2660
1986	7.4	38.2	45.6	54.4	100	3071
1987	7.7	37.7	45.4	54.6	100	3325
1988	8.9	33.3	42.2	57.8	100	3599
1989	9.8	30.6	40.4	59.6	100	3828
1990	15.8	27.7	43.5	56.5	100	4253

Table 11

Domestic scheduled passengers at Inverness Airport 1982-1990

Year	Passengers (000s)
1982	129
1983	174
1984	155
1985	162
1986	167
1987	169
1988	187
1989	205
1990	216

Table 12

Flight types taken by passengers at Prestwick Airport 1982-1990

Year	International Scheduled	International Charter	Total	Total Passengers (000s)
	%	%	%	
1982	41.9	58.1	100	248
1983	41.5	58.5	100	246
1984	44.2	55.8	100	231
1985	45.3	54.7	100	234
1986	51.0	49.0	100	239
1987	77.7	22.3	100	282
1988	76.8	23.2	100	302
1989	68.3	31.7	100	315
1990	42.9	57.1	100	93

Table 13

Origins / destinations of terminating passengers at Aberdeen Airport in 1975, 1982 and 1990

Origin / Destination	International			Domestic		
	1975 %	1982 %	1990 %	1975 %	1982 %	1990 %
HIGHLAND REGION AND WESTERN ISLANDS	2.3	3.7	3.4	1.6	1.2	1.7
GRAMPIAN REGION (excl Aberdeen)	32.4	30.9	24.9	36.0	36.8	23.9
Aberdeen	56.2	56.1	64.8	51.5	50.7	63.7
TAYSIDE REGION (excl Dundee)	2.8	3.5	2.8	3.2	2.9	2.8
Dundee	1.8	1.3	0.9	1.1	0.6	0.5
FIFE REGION	0.7	0.8	0.6	0.6	0.8	1.0
LOTHIAN REGION	0.3	1.6	1.4	1.3	0.7	0.4
BORDERS REGION	-	0.2	-	-	-	-
DUMFRIES AND GALLOWAY REGION	-	-	0.1	0.1	0.1	0.3
CENTRAL REGION	0.3	0.4	0.3	0.2	0.5	0.2
STRATHCLYDE REGION	1.5	0.5	0.6	2.1	2.2	2.8
OTHER UK REGIONS	2.8	1.1	0.2	3.4	4.5	2.7
Total	100	100	100	100	100	100
Total terminating passengers (000s)	56	151	150	326	793	991

Table 14

Origins / destinations of terminating passengers at Edinburgh Airport in 1975, 1982 and 1990

Origin / Destination	International			Domestic		
	1975 %	1982 %	1990 %	1975 %	1982 %	1990 %
HIGHLAND REGION AND WESTERN ISLANDS	1.5	1.3	2.3	0.4	0.6	0.6
GRAMPIAN REGION (excl Aberdeen)	0.6	1.3	1.0	0.1	0.3	0.1
Aberdeen	2.0	2.1	1.7	0.7	0.2	0.4
TAYSIDE REGION (excl Dundee)	2.6	4.6	6.0	5.0	7.3	8.0
Dundee	2.7	4.3	6.2	5.1	4.1	4.3
FIFE REGION	6.0	14.5	11.7	12.1	14.8	14.6
LOTHIAN REGION (excl Edinburgh)	8.8	15.0	11.1	11.5	10.9	9.5
Edinburgh	64.5	38.7	45.3	53.2	49.4	49.4
BORDERS REGION	0.9	2.1	2.6	1.5	2.3	1.9
DUMFRIES AND GALLOWAY REGION	-	0.4	0.3	0.2	0.2	0.4
CENTRAL REGION	1.8	5.6	4.6	6.3	6.7	7.7
STRATHCLYDE REGION (excl Glasgow)	3.5	7.0	4.4	1.6	1.4	1.5
Glasgow	3.4	2.2	2.1	1.4	1.0	1.0
OTHER UK REGIONS	1.5	1.1	0.7	0.7	1.0	0.4
Total	100	100	100	100	100	100
Total terminating passengers (000s)	76	237	362	776	958	2082

Table 15

Origins / destinations of terminating passengers at Glasgow Airport in 1975, 1982 and 1990

Origin / Destination	International			Domestic		
	1975 %	1982 %	1990 %	1975 %	1982 %	1990 %
HIGHLAND REGION AND WESTERN ISLANDS	1.2	1.8	3.1	0.8	1.2	1.0
GRAMPIAN REGION (excl Aberdeen)	0.9	0.6	3.8	0.2	0.2	0.2
Aberdeen	2.5	1.5	3.1	0.7	0.4	0.3
TAYSIDE REGION (excl Dundee)	2.5	1.3	2.9	1.4	0.9	1.1
Dundee	3.1	2.0	4.0	0.5	0.5	0.5
FIFE REGION	2.6	3.3	3.5	1.1	0.8	0.7
LOTHIAN REGION (excl Edinburgh)	3.2	3.6	3.9	0.7	0.9	0.6
Edinburgh	12.2	8.1	7.8	4.7	2.4	1.9
BORDERS REGION	0.6	0.4	1.0	0.1	0.2	0.3
DUMFRIES AND GALLOWAY REGION	0.9	1.0	1.0	0.7	0.6	0.8
CENTRAL REGION	5.8	5.8	6.7	4.3	2.8	3.4
STRATHCLYDE REGION (excl Glasgow)	35.1	44.5	35.9	46.1	52.3	47.0
Glasgow	28.4	24.1	22.3	38.0	34.7	41.7
OTHER UK REGIONS	1.1	1.1	1.1	0.9	2.0	0.5
Total	100	100	100	100	100	100
Total terminating passengers (000s)	499	933	1676	1179	1341	2444

Table 16

Origins / destinations of international terminating passengers at Prestwick Airport in 1975, 1982 and 1990

Origin / Destination	International		
	1975 %	1982 %	1990 %
HIGHLAND REGION AND WESTERN ISLANDS	1.9	2.5	2.1
GRAMPIAN REGION (excl Aberdeen)	0.9	1.1	1.4
Aberdeen	1.9	2.5	2.8
TAYSIDE REGION (excl Dundee)	2.9	3.1	3.1
Dundee	2.8	3.1	2.0
FIFE REGION	3.1	4.0	4.2
LOTHIAN REGION (excl Edinburgh)	2.0	3.3	3.7
Edinburgh	9.5	8.5	7.9
BORDERS REGION	0.7	1.1	0.9
DUMFRIES AND GALLOWAY REGION	1.5	1.8	1.7
CENTRAL REGION	4.4	3.6	3.9
STRATHCLYDE REGION (excl Glasgow)	39.1	40.6	45.5
Glasgow	23.4	21.0	13.1
OTHER UK REGIONS	5.7	3.8	7.8
Total	100	100	100
Total terminating passengers (000s)	295	245	91

Table 17

Distribution of ultimate passenger origin / destination Aberdeen Airport, 1990 annual international passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Grampian Region														
City of Aberdeen	29316	64.5	22917	78.1	17037	59.8	267	20.7	14947	58.7	12899	64.1	97383	64.8
Gordon	3609	7.9	704	2.4	4608	16.2	185	14.3	3797	14.9	847	4.2	13750	9.2
Kincardine and Deeside	4753	10.5	545	1.9	1695	6.0	353	27.4	979	3.8	1440	7.2	9765	6.5
Banff and Buchan	2155	4.7	2283	7.8	3398	11.9	0	0.0	1899	7.5	475	2.4	10210	6.8
Moray	680	1.5	0	0.0	476	1.7	43	3.3	1199	4.7	1168	5.8	3566	2.4
Aberdeen Airport	101	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	101	0.1
Total Grampian	40614	89.3	26449	90.2	27214	95.6	848	65.7	22821	89.6	16829	83.6	134775	89.7
Highland Region														
Inverness	156	0.3	247	0.8	602	2.1	23	1.8	710	2.8	648	3.2	2386	1.6
Badenoch	159	0.3	0	0.0	0	0.0	0	0.0	45	0.2	604	3.0	808	0.5
Ross and Cromarty	81	0.2	218	0.7	0	0.0	23	1.8	421	1.7	209	1.0	952	0.6
Rest of Highland	268	0.6	0	0.0	348	1.2	0	0.0	159	0.6	181	0.9	956	0.6
Total Highland	664	1.5	465	1.6	950	3.3	46	3.6	1335	5.2	1642	8.2	5102	3.4
Tayside Region														
Angus	2098	4.6	248	0.8	305	1.1	0	0.0	272	1.1	0	0.0	2923	1.9
Dundee	899	2.0	173	0.6	0	0.0	0	0.0	128	0.5	204	1.0	1404	0.9
Perth and Kinross	0	0.0	0	0.0	0	0.0	268	20.8	612	2.4	337	1.7	1217	0.8
Total Tayside	2997	6.6	421	1.4	305	1.1	268	20.8	1012	4.0	541	2.7	5544	3.7
Central Region	180	0.4	122	0.4	0	0.0	0	0.0	0	0.0	128	0.6	430	0.3
Fife Region	131	0.3	430	1.5	0	0.0	0	0.0	131	0.5	250	1.2	942	0.6
Lothian Region	500	1.1	953	3.2	0	0.0	0	0.0	140	0.5	450	2.2	2043	1.4
Strathclyde Region														
Inverclyde	110	0.2	326	1.1	0	0.0	0	0.0	45	0.2	161	0.8	642	0.4
Rest of Strathclyde	286	0.6	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	286	0.2
Total Strathclyde	396	0.9	326	1.1	0	0.0	0	0.0	45	0.2	161	0.8	928	0.6
Dumfries and Galloway Region	0	0.0	122	0.4	0	0.0	0	0.0	0	0.0	0	0.0	122	0.1
Total Scotland	45482	100	29288	100	28469	100	1162	90	25484	100	20001	99.4	149886	99.8
Northern Region	0	0.0	42	0.1	0	0.0	128	9.9	0	0.0	128	0.6	298	0.2
Total	45482	100	29330	100	28469	100	1290	100	25484	100	20129	100	150184	100

Table 18

Distribution of ultimate passenger origin / destination Aberdeen Airport, 1990 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Grampian Region														
City of Aberdeen	436914	64.2	40870	79.9	13546	49.4	361	45.8	122685	59.9	16295	63.4	630671	63.6
Gordon	43842	6.4	1617	3.2	2674	9.8	0	0.0	21370	10.4	1896	7.4	71399	7.2
Kincardine and Deeside	33213	4.9	1452	2.8	6148	22.4	428	54.2	22692	11.1	3083	12.0	67016	6.8
Banff and Buchan	34375	5.0	2894	5.7	1797	6.6	0	0.0	14437	7.0	1643	6.4	55146	5.6
Moray	26640	3.9	620	1.2	1938	7.1	0	0.0	9565	4.7	497	1.9	39260	4.0
Aberdeen Airport	4088	0.6	95	0.2	0	0.0	0	0.0	81	0.0	0	0.0	4264	0.4
Total Grampian	579072	85.0	47548	92.9	26103	95.2	789	100	190830	93.1	23414	91.1	867756	87.6
Highland Region														
Inverness	5362	0.8	0	0.0	101	0.4	0	0.0	595	0.3	277	1.1	6335	0.6
Badenoch & Strathspey	995	0.1	74	0.1	192	0.7	0	0.0	747	0.4	74	0.3	2082	0.2
Ross and Cromarty	1545	0.2	0	0.0	0	0.0	0	0.0	162	0.1	0	0.0	1707	0.2
Skye & Lochalsh	2410	0.4	0	0.0	0	0.0	0	0.0	120	0.1	0	0.0	2530	0.3
Nairn	852	0.1	0	0.0	0	0.0	0	0.0	207	0.1	0	0.0	1059	0.1
Shetland & Orkney	164	0.0	0	0.0	138	0.5	0	0.0	561	0.3	132	0.5	995	0.1
Caithness	1012	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1012	0.1
Lochaber	664	0.1	0	0.0	0	0.0	0	0.0	117	0.1	0	0.0	781	0.1
Sutherland	294	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	294	0.0
Total Highland	13298	2.0	74	0.1	431	1.6	0	0.0	2509	1.2	483	1.9	16795	1.7
Tayside Region														
Angus	16166	2.4	2186	4.3	637	2.3	0	0.0	4649	2.3	1120	4.4	24758	2.5
City of Dundee	4219	0.6	99	0.2	0	0.0	0	0.0	496	0.2	228	0.9	5042	0.5
Perth and Kinross	1255	0.2	552	1.1	0	0.0	0	0.0	1267	0.6	112	0.4	3186	0.3
Total Tayside	21640	3.2	2837	5.5	637	2.3	0	0.0	6412	3.1	1460	5.7	32986	3.3
Central Region	1644	0.2	0	0.0	186	0.7	0	0.0	79	0.0	0	0.0	1909	0.2
Fife Region	8761	1.3	0	0.0	0	0.0	0	0.0	1606	0.8	0	0.0	10367	1.0
Lothian Region	2658	0.4	0	0.0	0	0.0	0	0.0	1048	0.5	0	0.0	3706	0.4
Strathclyde Region														
Glasgow City	6558	1.0	0	0.0	0	0.0	0	0.0	151	0.1	174	0.7	6883	0.7
East Kilbride	5093	0.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	5093	0.5
Cunninghame	4002	0.6	0	0.0	0	0.0	0	0.0	33	0.0	0	0.0	4035	0.4
Clydesdale	3177	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3177	0.3
Kyle & Carrick	2120	0.3	0	0.0	0	0.0	0	0.0	285	0.1	0	0.0	2405	0.2
Inverclyde	1241	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1241	0.1
Renfrew	887	0.1	0	0.0	0	0.0	0	0.0	291	0.1	0	0.0	1178	0.1
Dumbarton	721	0.1	0	0.0	0	0.0	0	0.0	274	0.1	0	0.0	995	0.1
Strathkelvin	972	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	972	0.1
Cumbernauld & Kilsyth	679	0.1	0	0.0	0	0.0	0	0.0	95	0.0	0	0.0	774	0.1
Rest of Strathclyde	719	0.1	0	0.0	0	0.0	0	0.0	69	0.0	0	0.0	788	0.1
Total Strathclyde	26169	3.8	0	0.0	0	0.0	0	0.0	1198	0.6	174	0.7	27541	2.8
Dumfries and Galloway Region	3177	0.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	3177	0.3
Total Scotland	656419	96.4	50459	98.6	27357	99.8	789	100	203682	99.4	25531	99.4	964237	97.3
Northern Region														
Newcastle upon Tyne	4062	0.6	0	0.0	0	0.0	0	0.0	305	0.1	0	0.0	4367	0.4
Sunderland	2398	0.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2398	0.2
South Tyneside	1767	0.3	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1767	0.2
Rest of Northern Region	4674	0.7	0	0.0	0	0.0	0	0.0	116	0.1	0	0.0	4790	0.5
Total Northern Region	12901	1.9	0	0.0	0	0.0	0	0.0	421	0.2	0	0.0	13322	1.3
Rest of UK	11752	1.7	718	1.4	51	0.2	0	0.0	811	0.4	157	0.6	13489	1.4
Total	681072	100	51177	100	27408	100	789	100	204914	100	25688	100	991048	100

Table 19

Distribution of ultimate passenger origin / destination Edinburgh Airport, 1990 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number	%
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%		
Lothian Region	16391	41.7	19494	58.8	2772	31.3	2406	72.5	23905	45.4	30222	59.5	95190	50.6
City of Edinburgh	1318	3.4	947	2.9	1280	14.5	0	0.0	2969	5.6	1626	3.2	8140	4.3
West Lothian	1965	5.0	308	0.9	123	1.4	0	0.0	2201	4.2	2000	3.9	6597	3.5
Midlothian	207	0.5	52	0.2	206	2.3	0	0.0	3014	5.7	647	1.3	4126	2.2
Total Lothian	19882	50.5	20801	62.8	4381	49.5	2406	72.5	32089	61.0	34494	67.9	114053	60.6
Highland Region														
Inverness	0	0.0	56	0.2	0	0.0	0	0.0	238	0.5	851	1.7	1145	0.6
Rest of Highlands	0	0.0	0	0.0	244	2.8	0	0.0	456	0.9	434	0.9	1134	0.6
Total Highland	0	0.0	56	0.2	244	2.8	0	0.0	694	1.3	1285	2.5	2279	1.2
Grampian Region														
City of Aberdeen	343	0.9	759	2.3	67	0.8	0	0.0	148	0.3	906	1.8	2223	1.2
Rest of Grampian	192	0.5	0	0.0	0	0.0	0	0.0	450	0.9	587	1.2	1229	0.7
Total Grampian	535	1.4	759	2.3	67	0.8	0	0.0	598	1.1	1493	2.9	3452	1.8
Tayside Region														
Perth & Kinross	975	2.5	2076	6.3	522	5.9	159	4.8	1596	3.0	2610	5.1	7938	4.2
City of Dundee	1245	3.2	1292	3.9	1252	14.2	0	0.0	3662	7.0	1238	2.4	8689	4.6
Angus	909	2.3	81	0.2	0	0.0	0	0.0	732	1.4	623	1.2	2345	1.2
Total Tayside	3128	8.0	3449	10.4	1774	20.1	159	4.8	5990	11.4	4470	8.8	18970	10.1
Central Region														
Falkirk	1234	3.1	1262	3.8	113	1.3	0	0.0	1054	2.0	563	1.1	4226	2.2
Stirling	1912	4.9	667	2.0	210	2.4	56	1.7	326	0.6	1200	2.4	4371	2.3
Clackmannan	539	1.4	234	0.7	423	4.8	0	0.0	819	1.6	445	0.9	2460	1.3
Total Central	3684	9.4	2163	6.5	746	8.4	56	1.7	2200	4.2	2208	4.3	11057	5.9
Fife Region														
Dunfermline	1043	2.7	1242	3.7	578	6.5	0	0.0	1713	3.3	1404	2.8	5980	3.2
Kirkcaldy	1947	4.9	1470	4.4	283	3.2	243	7.3	4398	8.4	1155	2.3	9496	5.0
North East Fife	3790	9.6	782	2.4	90	1.0	0	0.0	1293	2.5	2265	4.5	8220	4.4
Fife unspecified	517	1.3	0	0.0	0	0.0	0	0.0	0	0.0	406	0.8	923	0.5
Total Fife	7297	18.5	3494	10.5	950	10.7	243	7.3	7404	14.1	5230	10.3	24618	13.1
Strathclyde Region														
City of Glasgow	1067	2.7	183	0.6	0	0.0	0	0.0	472	0.9	615	1.2	2337	1.2
Clydesdale	84	0.2	59	0.2	210	2.4	0	0.0	0	0.0	29	0.1	382	0.2
Rest of Strathclyde	1392	3.5	304	0.9	300	3.4	0	0.0	747	1.4	40	0.1	2783	1.5
Total Strathclyde	2543	6.5	546	1.6	510	5.8	0	0.0	1219	2.3	684	1.3	5502	2.9
Borders Region														
Berwick	296	0.8	141	0.4	0	0.0	158	4.8	0	0.0	37	0.1	632	0.3
Roxburgh	603	1.5	299	0.9	37	0.4	0	0.0	379	0.7	176	0.3	1494	0.8
Tweeddale	47	0.1	410	1.2	138	1.6	295	8.9	475	0.9	211	0.4	1576	0.8
Ettrick & Lauderdale	334	0.8	859	2.6	0	0.0	0	0.0	1542	2.9	198	0.4	2933	1.6
Total Borders	1280	3.3	1709	5.2	175	2.0	453	13.7	2397	4.6	622	1.2	6636	3.5
Dumfries and Galloway Region														
	199	0.5	0	0.0	0	0.0	0	0.0	0	0.0	223	0.4	422	0.2
Total Scotland	38549	98.0	32976	99.5	8847	100	3317	100	52592	99.9	50710	99.9	186991	99.4
Northern Region	788	2.0	76	0.2	0	0.0	0	0.0	54	0.1	67	0.1	985	0.5
Other UK Regions	0	0.0	86	0.3	0	0.0	0	0.0	0	0.0	0	0.0	86	0.0
Total	39337	100	33138	100	8847	100	3317	100	52645	100	50776	100	188060	100

Table 20

Distribution of ultimate passenger origin / destination Edinburgh Airport, 1990 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Lothian Region														
City of Edinburgh	459	44.6	0	0.0	52065	38.6	496	33.6	11495	45.2	4311	38.3	68826	39.5
West Lothian	0	0.0	0	0.0	5992	4.4	0	0.0	616	2.4	496	4.4	7104	4.1
East Lothian	0	0.0	0	0.0	6117	4.5	0	0.0	496	2.0	0	0.0	6613	3.8
Midlothian	0	0.0	0	0.0	4590	3.4	0	0.0	1398	5.5	1487	13.2	7475	4.3
Total Lothian	459	44.6	0	0.0	68764	51.0	496	33.6	14005	55.1	6293	55.9	90017	51.7
Highland Region														
Inverness	0	0.0	0	0.0	2189	1.6	0	0.0	103	0.4	0	0.0	2292	1.3
Rest of Highlands	0	0.0	0	0.0	3435	2.5	0	0.0	168	0.7	0	0.0	3603	2.1
Total Highland	0	0.0	0	0.0	5624	4.2	0	0.0	271	1.1	0	0.0	5895	3.4
Grampian Region														
Aberdeen	0	0.0	0	0.0	2161	1.6	806	54.6	578	2.3	496	4.4	4041	2.3
Rest of Grampian	0	0.0	0	0.0	1984	1.5	0	0.0	537	2.1	0	0.0	2521	1.4
Total Grampian	0	0.0	0	0.0	4145	3.1	806	54.6	1115	4.4	496	4.4	6562	3.8
Tayside Region														
Perth & Kinross	0	0.0	0	0.0	4367	3.2	151	10.2	841	3.3	496	4.4	5855	3.4
City of Dundee	0	0.0	0	0.0	12439	9.2	0	0.0	664	2.6	496	4.4	13599	7.8
Angus	0	0.0	0	0.0	3865	2.9	0	0.0	2060	8.1	0	0.0	5925	3.4
Total Tayside	0	0.0	0	0.0	20670	15.3	151	10.2	3565	14.0	991	8.8	25377	14.6
Central Region														
Falkirk	0	0.0	0	0.0	1896	1.4	0	0.0	320	1.3	0	0.0	2216	1.3
Stirling	0	0.0	0	0.0	1498	1.1	0	0.0	1623	6.4	0	0.0	3121	1.8
Clackmannan	0	0.0	0	0.0	381	0.3	0	0.0	0	0.0	0	0.0	381	0.2
Total Central	0	0.0	0	0.0	3775	2.8	0	0.0	1943	7.6	0	0.0	5718	3.3
Fife Region														
Dunfermline	111	10.8	0	0.0	5495	4.1	0	0.0	111	0.4	1487	13.2	7204	4.1
Kirkcaldy	0	0.0	0	0.0	5564	4.1	0	0.0	522	2.1	496	4.4	6582	3.8
North East Fife	0	0.0	0	0.0	2692	2.0	0	0.0	938	3.7	496	4.4	4126	2.4
Total Fife	111	10.8	0	0.0	13752	10.2	0	0.0	1571	6.2	2478	22.0	17912	10.3
Strathclyde Region														
Glasgow	0	0.0	0	0.0	4441	3.3	0	0.0	201	0.8	496	4.4	5138	3.0
Motherwell	0	0.0	0	0.0	169	0.1	0	0.0	466	1.8	0	0.0	635	0.4
Clydesdale	0	0.0	0	0.0	622	0.5	0	0.0	0	0.0	0	0.0	622	0.4
Rest of Strathclyde	459	44.6	0	0.0	8504	6.3	22	1.5	2095	8.2	495	4.4	11575	6.6
Total Strathclyde	459	44.6	0	0.0	13736	10.2	22	1.5	2762	10.9	991	8.8	17970	10.3
Borders Region														
Berwick	0	0.0	0	0.0	100	0.1	0	0.0	0	0.0	0	0.0	100	0.1
Roxburgh	0	0.0	0	0.0	169	0.1	0	0.0	179	0.7	0	0.0	348	0.2
Tweeddale	0	0.0	0	0.0	103	0.1	0	0.0	0	0.0	0	0.0	103	0.1
Ettrick & Lauderdale	0	0.0	0	0.0	2065	1.5	0	0.0	0	0.0	0	0.0	2065	1.2
Total Borders	0	0.0	0	0.0	2436	1.8	0	0.0	179	0.7	0	0.0	2615	1.5
Dumfries Region	0	0.0	0	0.0	607	0.4	0	0.0	0	0.0	0	0.0	607	0.3
Scotland	1028	100	0	0.0	133508	99.0	1475	100	25411	100	11248	100	172670	99.2
Northern Region	0	0.0	0	0.0	1040	0.8	0	0.0	0	0.0	0	0.0	1040	0.6
Other UK Regions	0	0.0	0	0.0	357	0.3	0	0.0	0	0.0	0	0.0	357	0.2
Total	1028	100	0	0.0	134905	100	1475	100	25411	100	11248	100	174067	100

Table 21

Distribution of ultimate passenger origin / destination Edinburgh Airport, 1990 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Lothian Region														
City of Edinburgh	640167	49.2	82495	61.6	11088	36.4	8353	76.9	200164	43.7	85370	58.0	1027637	49.4
West Lothian	79562	6.1	4670	3.5	2290	7.5	0	0.0	20044	4.4	2620	1.8	109186	5.2
East Lothian	28103	2.2	409	0.3	1488	4.9	219	2.0	19324	4.2	5404	3.7	54947	2.6
Mid Lothian	20397	1.6	148	0.1	1127	3.7	0	0.0	12213	2.7	1500	1.0	35385	1.7
Edinburgh Airport	2074	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2074	0.1
Total Lothian	770302	59.2	87721	65.5	15992	52.5	8572	78.9	251745	54.9	94895	64.5	1229227	59.0
Highland Region														
Inverness	2976	0.2	478	0.4	143	0.5	0	0.0	2574	0.6	460	0.3	6631	0.3
Rest of Highlands	2293	0.2	278	0.2	31	0.1	1	0.0	2301	0.5	1565	1.1	6469	0.3
Total Highland	5269	0.4	756	0.6	174	0.6	0	0.0	4875	1.1	2025	1.4	13099	0.6
Grampian Region														
City of Aberdeen	5156	0.4	374	0.3	92	0.3	0	0.0	2392	0.5	146	0.1	8160	0.4
Rest of Grampian	1062	0.1	806	0.6	0	0.0	0	0.0	852	0.2	111	0.1	2831	0.1
Total Grampian	6218	0.5	1180	0.9	92	0.3	0	0.0	3244	0.7	257	0.2	10991	0.5
Tayside Region														
Perth & Kinross	76300	5.9	9375	7.0	4267	14.0	976	9.0	42579	9.3	7177	4.9	140674	6.8
City of Dundee	48306	3.7	6032	4.5	1066	3.5	0	0.0	27675	6.0	6156	4.2	89235	4.3
Angus	15175	1.2	1038	0.8	426	1.4	0	0.0	7995	1.7	1938	1.3	26572	1.3
Total Tayside	139782	10.7	16444	12.3	5759	18.9	978	9.0	78249	17.1	15271	10.4	256483	12.3
Central Region														
Falkirk	56084	4.3	2866	2.1	653	2.1	1308	12.0	19115	4.2	2436	1.7	82462	4.0
Stirling	37301	2.9	4208	3.1	567	1.9	0	0.0	17073	3.7	3210	2.2	62359	3.0
Clackmannan	10581	0.8	0	0.0	247	0.8	0	0.0	3622	0.8	1105	0.8	15555	0.7
Total Central	103965	8.0	7075	5.3	1467	4.8	1308	12.0	39811	8.7	6751	4.6	160377	7.7
Fife Region														
Dunfermline	97558	7.5	4580	3.4	686	2.3	0	0.0	25201	5.5	6270	4.3	134295	6.5
Kirkcaldy	77670	6.0	4235	3.2	2039	6.7	0	0.0	16674	3.6	4454	3.0	105072	5.0
North East Fife	27905	2.1	5713	4.3	1418	4.7	1	0.0	17002	3.7	10225	7.0	62264	3.0
Fife unspecified	1128	0.1	397	0.3	0	0.0	0	0.0	865	0.2	0	0.0	2390	0.1
Total Fife	204261	15.7	14925	11.1	4142	13.6	0	0.0	59742	13.0	20950	14.2	304020	14.6
Strathclyde Region														
City of Glasgow	14202	1.1	2208	1.6	26	0.1	1	0.0	2930	0.6	588	0.4	19955	1.0
Motherwell	6125	0.5	0	0.0	0	0.0	0	0.0	632	0.1	0	0.0	6757	0.3
Clydesdale	3972	0.3	0	0.0	947	3.1	0	0.0	1123	0.2	246	0.2	6288	0.3
Rest of Strathclyde	14246	1.1	610	0.5	839	2.8	0	0.0	2678	0.6	714	0.5	19087	0.9
Total Strathclyde	38545	3.0	2818	2.1	1812	6.0	0	0.0	7363	1.6	1548	1.1	52086	2.5
Borders Region														
Berwickshire	2987	0.2	850	0.6	112	0.4	1	0.0	1176	0.3	118	0.1	5244	0.3
Roxburgh	3128	0.2	287	0.2	92	0.3	0	0.0	3460	0.8	1696	1.2	8663	0.4
Tweeddale	10324	0.8	624	0.5	117	0.4	0	0.0	2045	0.4	920	0.6	14030	0.7
Ettrick & Lauderdale	5981	0.5	648	0.5	0	0.0	0	0.0	3195	0.7	2460	1.7	12284	0.6
Total Borders	22419	1.7	2409	1.8	320	1.1	1	0.0	9875	2.2	5194	3.5	40218	1.9
Dumfries and Galloway Region	6071	0.5	308	0.2	676	2.2	0	0.0	637	0.1	223	0.2	7915	0.4
Total Scotland	1296831	99.7	133635	99.8	30434	100	10859	100	455541	99.4	147114	100	2074414	99.6
Northern Region	2869	0.2	0	0.0	0	0.0	0	0.0	2811	0.6	0	0.0	5680	0.3
Other UK Regions	1355	0.1	277	0.2	0	0.0	0	0.0	46	0.0	0	0.0	1678	0.1
Total	1301054	100	133913	100	30434	100	10858	100	458399	100	147114	100	2081772	100

Table 22

Distribution of ultimate passenger origin / destination Glasgow Airport 1990 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number	%
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%		
Strathclyde Region														
City of Glasgow	19024	23.9	26707	45.4	7564	19.8	4424	50.2	50001	26.5	59672	37.5	167392	31.4
Renfrew	5840	7.4	3990	6.8	2783	7.3	0	0.0	10755	5.7	10480	6.6	33848	6.4
Kyle and Carrick	5151	6.5	3329	5.7	1469	3.9	675	7.7	5137	2.7	3656	2.3	19417	3.6
Cunninghame	3833	4.8	1835	3.1	873	2.3	0	0.0	5584	3.0	3549	2.2	15674	2.9
Dumbarton	2276	2.9	749	1.3	2436	6.4	364	4.1	2874	1.5	3850	2.4	12549	2.4
East Kilbride	729	0.9	1274	2.2	1889	5.0	0	0.0	4728	2.5	1933	1.2	10553	2.0
Eastwood	950	1.2	222	0.4	1071	2.8	0	0.0	2801	1.5	1704	1.1	6748	1.3
Inverclyde	2260	2.8	2165	3.7	626	1.6	0	0.0	3393	1.8	2838	1.8	11282	2.1
Motherwell	2288	2.9	518	0.9	1229	3.2	0	0.0	2520	1.3	2310	1.5	8865	1.7
Bearsden and Milngavie	3236	4.1	98	0.2	958	2.5	0	0.0	3480	1.8	2936	1.8	10708	2.0
Hamilton	1344	1.7	121	0.2	832	2.2	0	0.0	3990	2.1	3007	1.9	9294	1.7
Argyle and Bute	2119	2.7	3372	5.7	422	1.1	0	0.0	5978	3.2	2376	1.5	14267	2.7
Strathkelvin	2603	3.3	477	0.8	526	1.4	0	0.0	3070	1.6	1793	1.1	8469	1.6
Cumbernauld and Kilsyth	213	0.3	539	0.9	134	0.4	0	0.0	1820	1.0	1046	0.7	3752	0.7
Monklands	1160	1.5	103	0.2	867	2.3	0	0.0	3497	1.9	814	0.5	6441	1.2
Kilmarnock and Loudoun	557	0.7	0	0.0	203	0.5	0	0.0	2524	1.3	1373	0.9	4657	0.9
Clydesdale	1369	1.7	22	0.0	502	1.3	776	8.8	2089	1.1	1409	0.9	6167	1.2
Clydebank	418	0.5	384	0.7	376	1.0	0	0.0	632	0.3	847	0.5	2657	0.5
Glasgow Airport	77	0.1	2379	4.0	0	0.0	0	0.0	0	0.0	1830	1.1	4286	0.8
Cumnock and Doon Valley	149	0.2	0	0.0	0	0.0	0	0.0	901	0.5	1048	0.7	2098	0.4
Prestwick Airport	0	0.0	828	1.4	0	0.0	0	0.0	0	0.0	0	0.0	828	0.2
Rest of Strathclyde	0	0.0	0	0.0	0	0.0	0	0.0	91	0.0	0	0.0	91	0.0
Total Strathclyde	55595	70.0	49113	83.4	24760	64.9	6238	70.8	115864	61.5	108472	68.2	360043	67.6
Highland Region	684	0.9	125	0.2	909	2.4	1125	12.8	5282	2.8	4524	2.8	12649	2.4
Grampian Region														
City of Aberdeen	1692	2.1	342	0.6	751	2.0	0	0.0	9130	4.8	1633	1.0	13548	2.5
Gordon	549	0.7	0	0.0	0	0.0	0	0.0	456	0.2	0	0.0	1005	0.2
Moray	149	0.2	0	0.0	54	0.1	0	0.0	1010	0.5	0	0.0	1213	0.2
Kincardine & Deeside	118	0.1	0	0.0	621	1.6	0	0.0	167	0.1	97	0.1	1003	0.2
Total Grampian	2507	3.2	342	0.6	1426	3.7	0	0.0	10763	5.7	1730	1.1	16768	3.1
Tayside Region														
Angus	0	0.0	170	0.3	0	0.0	0	0.0	951	0.5	1152	0.7	2273	0.4
Perth & Kinross	974	1.2	1410	2.4	489	1.3	0	0.0	3014	1.6	3192	2.0	9079	1.7
City of Dundee	2883	3.6	299	0.5	1000	2.6	0	0.0	4501	2.4	2578	1.6	11261	2.1
Total Tayside	3857	4.9	1878	3.2	1489	3.9	0	0.0	8466	4.5	6922	4.3	22612	4.2
Central Region														
Stirling	3710	4.7	917	1.6	354	0.9	0	0.0	4498	2.4	5681	3.6	15160	2.8
Falkirk	1008	1.3	611	1.0	651	1.7	0	0.0	3297	1.8	2545	1.6	8112	1.5
Rest of Central	0	0.0	0	0.0	266	0.7	0	0.0	1176	0.6	128	0.1	1570	0.3
Total Central	4719	5.9	1528	2.6	1271	3.3	0	0.0	8972	4.8	8354	5.2	24844	4.7
Fife Region														
Kirkcaldy	359	0.5	0	0.0	928	2.4	0	0.0	1061	0.6	1882	1.2	4230	0.8
Dunfermline	87	0.1	0	0.0	629	1.6	0	0.0	4022	2.1	294	0.2	5032	0.9
North East Fife	1236	1.6	142	0.2	464	1.2	0	0.0	2220	1.2	2915	1.8	6977	1.3
Total Fife	1682	2.1	142	0.2	2021	5.3	0	0.0	7303	3.9	5091	3.2	16239	3.0
Lothian Region														
City of Edinburgh	5068	6.4	3665	6.2	3011	7.9	1394	15.8	17191	9.1	16701	10.5	47030	8.8
West Lothian	736	0.9	297	0.5	599	1.6	0	0.0	5122	2.7	163	0.1	6917	1.3
East Lothian	677	0.9	387	0.7	301	0.8	0	0.0	1020	0.5	821	0.5	3206	0.6
Mid Lothian	413	0.5	0	0.0	350	0.9	0	0.0	162	0.1	364	0.2	1289	0.2
Total Lothian	6895	8.7	4348	7.4	4262	11.2	1394	15.8	23495	12.5	18048	11.3	58442	11.0
Border Region	645	0.8	0	0.0	241	0.6	54	0.6	1684	0.9	931	0.6	3555	0.7
Dumfries and Galloway Region	1599	2.0	687	1.2	178	0.5	0	0.0	2122	1.1	1796	1.1	6382	1.2
Total Scotland	78184	98.4	58163	98.8	36557	95.9	8811	###	183950	97.7	155867	97.9	521532	97.9
Northern Region	213	0.3	492	0.8	289	0.8	0	0.0	1506	0.8	974	0.6	3474	0.7
Other UK Regions	1041	1.3	217	0.4	1276	3.3	0	0.0	2894	1.5	2309	1.5	7737	1.5
Total	79438	100	58873	100	38122	100	8811	100	188349	100	159150	100	532743	100

Table 23

Distribution of ultimate passenger origin / destination Glasgow Airport, 1990 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
<i>Strathclyde Region</i>														
City of Glasgow	1525	36.9	2795	10.5	151631	17.1	185	2.3	40931	21.9	9393	28.1	206460	18.1
Renfrew	394	9.5	131	0.5	35050	4.0	0	0.0	7960	4.3	2091	6.3	45626	4.0
Kyle and Carrick	151	3.7	0	0.0	11364	1.3	250	3.1	7727	4.1	1383	4.1	20875	1.8
Cunninghame	0	0.0	0	0.0	26691	3.0	151	1.9	8478	4.5	79	0.2	35399	3.1
Dumbarton	0	0.0	0	0.0	15172	1.7	0	0.0	7306	3.9	131	0.4	22609	2.0
East Kilbride	0	0.0	0	0.0	38907	4.4	0	0.0	3801	2.0	556	1.7	43264	3.8
Eastwood	110	2.7	131	0.5	22356	2.5	0	0.0	3728	2.0	228	0.7	26553	2.3
Inverclyde	0	0.0	0	0.0	13477	1.5	0	0.0	3487	1.9	79	0.2	17043	1.5
Motherwell	0	0.0	0	0.0	43594	4.9	0	0.0	2775	1.5	2199	6.6	48568	4.2
Bearsden and Milngavie	0	0.0	0	0.0	12259	1.4	0	0.0	3992	2.1	131	0.4	16382	1.4
Hamilton	0	0.0	0	0.0	16198	1.8	0	0.0	4010	2.1	1407	4.2	21615	1.9
Argyle and Bute	61	1.5	0	0.0	9344	1.1	0	0.0	1617	0.9	0	0.0	11022	1.0
Strathkelvin	0	0.0	0	0.0	5577	0.6	0	0.0	6139	3.3	131	0.4	11847	1.0
Cumbernauld and Kilsyth	51	1.2	0	0.0	19334	2.2	0	0.0	2282	1.2	0	0.0	21667	1.9
Monklands	0	0.0	0	0.0	11385	1.3	0	0.0	1761	0.9	79	0.2	13225	1.2
Kilmarnock and Loudoun	0	0.0	0	0.0	15606	1.8	0	0.0	636	0.3	0	0.0	16242	1.4
Clydesdale	0	0.0	0	0.0	13123	1.5	0	0.0	2022	1.1	0	0.0	15145	1.3
Clydebank	0	0.0	0	0.0	9896	1.1	141	1.7	426	0.2	359	1.1	10822	0.9
Glasgow Airport	0	0.0	0	0.0	680	0.1	0	0.0	263	0.1	131	0.4	1074	0.1
Cumnock and Doon Valley	0	0.0	11	0.0	9409	1.1	0	0.0	291	0.2	131	0.4	9842	0.9
Total Strathclyde	2292	55.5	3069	11.5	481052	54.4	726	9.0	109632	58.7	18508	55.3	615279	53.8
<i>Highland Region</i>														
Highland Region	0	0.0	0	0.0	27142	3.1	4268	52.9	7615	4.1	0	0.0	39025	3.4
<i>Grampian Region</i>														
City of Aberdeen	110	2.7	0	0.0	34665	3.9	72	0.9	3131	1.7	262	0.8	38240	3.3
Gordon	11	0.3	0	0.0	15195	1.7	0	0.0	4874	2.6	0	0.0	20080	1.8
Moray	342	8.3	0	0.0	16333	1.8	0	0.0	675	0.4	0	0.0	17350	1.5
Kincardine and Deeside	0	0.0	0	0.0	20660	2.3	0	0.0	1828	1.0	0	0.0	22488	2.0
Total Grampian	463	11.2	0	0.0	86852	9.8	72	0.9	10508	5.6	262	0.8	98157	8.6
<i>Tayside Region</i>														
Angus	0	0.0	0	0.0	16675	1.9	0	0.0	1075	0.6	0	0.0	17750	1.6
Perth	110	2.7	2757	10.3	9951	1.1	1286	15.9	5282	2.8	157	0.5	19543	1.7
City of Dundee	0	0.0	0	0.0	42004	4.7	0	0.0	13673	7.3	0	0.0	55677	4.9
Total Tayside	110	2.7	2757	10.3	68631	7.8	1286	15.9	20029	10.7	157	0.5	92970	8.1
<i>Central Region</i>														
Stirling	125	3.0	0	0.0	24655	2.8	157	1.9	2766	1.5	1283	3.8	28986	2.5
Falkirk	0	0.0	11	0.0	36939	4.2	0	0.0	2086	1.1	79	0.2	39115	3.4
Rest of Central	0	0.0	0	0.0	10971	1.2	0	0.0	8187	4.4	0	0.0	19158	1.7
Total Central	125	3.0	11	0.0	72565	8.2	157	1.9	13040	7.0	1362	4.1	87260	7.6
<i>Fife Region</i>														
Kirkcaldy	0	0.0	0	0.0	18583	2.1	20	0.2	1709	0.9	263	0.8	20575	1.8
Dunfermline	0	0.0	0	0.0	6683	0.8	0	0.0	2774	1.5	131	0.4	9588	0.8
North East Fife	0	0.0	1291	4.8	6373	0.7	98	1.2	1987	1.1	2623	7.8	12372	1.1
Total Fife	0	0.0	1291	4.8	31640	3.6	117	1.5	6470	3.5	3017	9.0	42535	3.7
<i>Lothian Region</i>														
City of Edinburgh	324	7.8	19605	73.3	47148	5.3	1440	17.9	8469	4.5	7405	22.1	84391	7.4
West Lothian	110	2.7	0	0.0	28781	3.3	0	0.0	3172	1.7	210	0.6	32273	2.8
East Lothian	47	1.1	0	0.0	9154	1.0	0	0.0	422	0.2	1379	4.1	11002	1.0
Mid Lothian	0	0.0	0	0.0	8140	0.9	0	0.0	1158	0.6	79	0.2	9377	0.8
Total Lothian	481	11.7	19605	73.3	93224	10.5	1440	17.9	13221	7.1	9072	27.1	137043	12.0
<i>Border Region</i>														
Border Region	0	0.0	0	0.0	10513	1.2	0	0.0	1611	0.9	1073	3.2	13197	1.2
<i>Dumfries and Galloway Region</i>														
Dumfries and Galloway Region	0	0.0	0	0.0	7387	0.8	0	0.0	2563	1.4	0	0.0	9950	0.9
Total Scotland	3470	84.1	26733	100	879005	99.4	8066	100	184689	98.9	33451	100	1135414	99.3
<i>Northern Region</i>														
Northern Region	658	15.9	0	0.0	4561	0.5	0	0.0	1861	1.0	0	0.0	7080	0.6
<i>Other UK Regions</i>														
Other UK Regions	0	0.0	0	0.0	935	0.1	0	0.0	157	0.1	0	0.0	1092	0.1
Total	4128	100	26733	100	884501	100	8066	100	186707	100	33451	100	1143586	100

Table 24

Distribution of ultimate passenger origin / destination Glasgow Airport, 1990 annual domestic passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Strathclyde Region														
City of Glasgow	682124	45.9	62903	55.2	11496	21.3	391	27.5	211374	32.8	51452	35.8	1019740	41.7
Renfrew	121485	8.2	5844	5.1	5456	10.1	0	0.0	66324	10.3	9982	6.9	209091	8.6
Kyle and Carrick	66418	4.5	6803	6.0	4075	7.5	0	0.0	29529	4.6	7250	5.0	114075	4.7
Cunninghame	48307	3.3	4533	4.0	1018	1.9	0	0.0	25164	3.9	4350	3.0	83372	3.4
Dumbarton	56950	3.8	1939	1.7	1793	3.3	45	3.2	30542	4.7	4562	3.2	95831	3.9
East Kilbride	46680	3.1	4245	3.7	1226	2.3	237	16.6	13019	2.0	3457	2.4	68864	2.8
Eastwood	34565	2.3	13	0.0	2785	5.2	0	0.0	35087	5.4	4171	2.9	76621	3.1
Inverclyde	44615	3.0	3916	3.4	702	1.3	0	0.0	21504	3.3	4956	3.4	75693	3.1
Motherwell	29002	2.0	1525	1.3	1095	2.0	0	0.0	11644	1.8	2184	1.5	45450	1.9
Bearsden and Milngavie	36503	2.5	777	0.7	1238	2.3	0	0.0	15428	2.4	5304	3.7	59250	2.4
Hamilton	36500	2.5	514	0.5	1210	2.2	0	0.0	9671	1.5	2226	1.5	50121	2.1
Argyle and Bute	16730	1.1	3156	2.8	1495	2.8	0	0.0	17964	2.8	5781	4.0	45126	1.8
Strathkelvin	26590	1.8	0	0.0	1201	2.2	0	0.0	13610	2.1	2510	1.7	43911	1.8
Cumbernauld and Kilsyth	24503	1.6	466	0.4	540	1.0	0	0.0	6763	1.0	1423	1.0	33695	1.4
Monklands	19586	1.3	1187	1.0	300	0.6	0	0.0	10718	1.7	2656	1.8	34447	1.4
Kilmarnock and Loudoun	17920	1.2	431	0.4	3349	6.2	0	0.0	6565	1.0	1821	1.3	30086	1.2
Clydesdale	11083	0.7	551	0.5	558	1.0	0	0.0	6688	1.0	952	0.7	19832	0.8
Clydebank	11728	0.8	1179	1.0	513	0.9	0	0.0	6947	1.1	948	0.7	21315	0.9
Glasgow Airport	21028	1.4	2238	2.0	104	0.2	0	0.0	1541	0.2	1904	1.3	26815	1.1
Cumnock and Doon Valley	4036	0.3	0	0.0	79	0.1	0	0.0	2986	0.5	1046	0.7	8147	0.3
Prestwick Airport	4542	0.3	969	0.9	0	0.0	0	0.0	335	0.1	0	0.0	5846	0.2
Total Strathclyde	1360894	91.6	103189	90.5	40232	74.5	673	47.3	543402	84.2	118935	82.8	2167325	88.7
Highland Region	6578	0.4	854	0.7	865	1.6	0	0.0	11669	1.8	4592	3.2	24558	1.0
Grampian Region														
City of Aberdeen	3781	0.3	212	0.2	275	0.5	0	0.0	2134	0.3	681	0.5	7083	0.3
Gordon	267	0.0	108	0.1	0	0.0	0	0.0	617	0.1	0	0.0	992	0.0
Moray	923	0.1	0	0.0	0	0.0	0	0.0	1851	0.3	165	0.1	2939	0.1
Kincardine & Deeside	134	0.0	0	0.0	124	0.2	0	0.0	1631	0.3	0	0.0	1889	0.1
Total Grampian	5105	0.3	321	0.3	399	0.7	0	0.0	6233	1.0	846	0.6	12904	0.5
Tayside Region														
Angus	1330	0.1	65	0.1	364	0.7	0	0.0	2271	0.4	593	0.4	4623	0.2
Perth & Kinross	8040	0.5	781	0.7	714	1.3	191	13.4	9328	1.4	1947	1.4	21001	0.9
City of Dundee	4171	0.3	1111	1.0	903	1.7	0	0.0	5193	0.8	1165	0.8	12543	0.5
Total Tayside	13541	0.9	1957	1.7	1981	3.7	191	13.4	16792	2.6	3705	2.6	38167	1.6
Central Region														
Stirling	36704	2.5	1121	1.0	814	1.5	0	0.0	17489	2.7	4367	3.0	60495	2.5
Falkirk	8997	0.6	80	0.1	929	1.7	0	0.0	4885	0.8	1258	0.9	16149	0.7
Rest of Central	3141	0.2	0	0.0	1777	3.3	0	0.0	2344	0.4	232	0.2	7494	0.3
Total Central	48842	3.3	1200	1.1	3520	6.5	0	0.0	24718	3.8	5857	4.1	84137	3.4
Fife Region														
Kirkaldy	4164	0.3	0	0.0	399	0.7	0	0.0	1671	0.3	329	0.2	6563	0.3
Dunfermline	2277	0.2	0	0.0	541	1.0	0	0.0	2600	0.4	487	0.3	5905	0.2
North East Fife	2050	0.1	0	0.0	262	0.5	0	0.0	985	0.2	377	0.3	3674	0.2
Total Fife	8491	0.6	0	0.0	1202	2.2	0	0.0	5256	0.8	1194	0.8	16143	0.7
Lothian Region														
City of Edinburgh	19508	1.3	3261	2.9	3733	6.9	0	0.0	15999	2.5	5123	3.6	47624	1.9
West Lothian	3720	0.3	214	0.2	637	1.2	417	29.3	4682	0.7	344	0.2	10014	0.4
East Lothian	308	0.0	0	0.0	139	0.3	0	0.0	1053	0.2	21	0.0	1521	0.1
Mid Lothian	279	0.0	70	0.1	45	0.1	0	0.0	660	0.1	0	0.0	1054	0.0
Total Lothian	23815	1.6	3545	3.1	4554	8.4	417	29.3	22395	3.5	5487	3.8	60213	2.5
Border Region	2485	0.2	0	0.0	45	0.1	0	0.0	3993	0.6	288	0.2	6811	0.3
Dumfries and Galloway Region	10553	0.7	2176	1.9	529	1.0	0	0.0	5429	0.8	1933	1.3	20620	0.8
Total Scotland	1480305	99.6	113242	99.4	53327	98.7	1281	90.0	639887	99.2	142837	99.4	2430879	99.5
Northern Region	4151	0.3	0	0.0	686	1.3	143	10.0	840	0.1	262	0.2	6082	0.2
Other UK Regions	1266	0.1	737	0.6	0	0.0	0	0.0	4500	0.7	628	0.4	7131	0.3
Total	1485722	100	113978	100	54013	100	1424	100	645226	100	143727	100	2444090	100

Table 25

Distribution of ultimate passenger origin / destination Inverness Airport, 1990 annual domestic scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Highlands & Islands Region														
Inverness	42945	46.3	3534	42.7	1823	39.6	1181	86.5	32798	40.1	10833	48.8	93114	44.1
Ross and Cromarty	13196	14.2	989	11.9	833	18.1	32	2.3	11467	14.0	2358	10.6	28875	13.7
Nairn	3926	4.2	332	4.0	362	7.9	63	4.6	4811	5.9	1969	8.9	11463	5.4
Sutherland	2383	2.6	225	2.7	210	4.6	34	2.5	5722	7.0	1531	6.9	10105	4.8
Badenoch and Strathspey	2592	2.8	448	5.4	128	2.8	27	2.0	3683	4.5	1204	5.4	8082	3.8
Caithness	1663	1.8	180	2.2	112	2.4	0	0.0	2191	2.7	479	2.2	4625	2.2
Skye and Lochalsh	1683	1.8	363	4.4	34	0.7	0	0.0	1577	1.9	305	1.4	3962	1.9
Lochaber	720	0.8	340	4.1	98	2.1	0	0.0	1236	1.5	300	1.4	2694	1.3
Western Isles	120	0.1	0	0.0	26	0.6	0	0.0	58	0.1	35	0.2	239	0.1
Shetland and Orkney	122	0.1	0	0.0	0	0.0	0	0.0	77	0.1	0	0.0	199	0.1
Total Highlands and Islands	69350	74.7	6411	77.4	3626	78.7	1337	97.9	63620	77.8	19014	85.7	163358	77.4
Grampian Region														
Moray	20329	21.9	1521	18.4	983	21.3	28	2.1	14330	17.5	2938	13.2	40129	19.0
Rest of Grampian	2334	2.5	276	3.3	0	0.0	0	0.0	2279	2.8	121	0.5	5010	2.4
Total Grampian	22663	24.4	1797	21.7	983	21.3	28	2.1	16609	20.3	3059	13.8	45139	21.4
Tayside Region	285	0.3	77	0.9	0	0.0	0	0.0	680	0.8	38	0.2	1080	0.5
Central Region	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Fife Region	32	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	32	0.0
Lothian Region														
Edinburgh	177	0.2	0	0.0	0	0.0	0	0.0	63	0.1	0	0.0	240	0.1
Rest of Lothian	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total Lothian	177	0.2	0	0.0	0	0.0	0	0.0	63	0.1	0	0.0	240	0.1
Strathclyde Region	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Glasgow	27	0.0	0	0.0	0	0.0	0	0.0	195	0.2	0	0.0	222	0.1
Rest of Strathclyde	84	0.1	0	0.0	0	0.0	0	0.0	167	0.2	88	0.4	339	0.2
Total Strathclyde	111	0.1	0	0.0	0	0.0	0	0.0	362	0.4	88	0.4	561	0.3
Total Scotland	92586	99.8	8285	100	4609	100	1365	100	81334	99.4	22199	100	210378	99.7
Northern Region	41	0.0	0	0.0	0	0.0	0	0.0	73	0.1	0	0.0	114	0.1
Other UK Regions	152	0.2	0	0.0	0	0.0	0	0.0	406	0.5	0	0.0	558	0.3
Total	92779	100	8285	100	4609	100	1365	100	81813	100	22199	100	211050	100

Table 26

Distribution of ultimate passenger origin / destination Prestwick Airport, 1990 annual international scheduled passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents		Number	%
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Strathclyde Region														
City of Glasgow	447	10.0	394	18.6	85	8.3	18	7.0	2270	14.3	3086	19.0	6300	15.8
Kyle and Carrick	391	8.7	239	11.3	88	8.6	139	53.9	795	5.0	1795	11.1	3447	8.6
Argyle and Bute	868	19.4	565	26.6	0	0.0	0	0.0	452	2.8	629	3.9	2514	6.3
Cunninghame	144	3.2	64	3.0	35	3.4	0	0.0	441	2.8	581	3.6	1265	3.2
Renfrew	239	5.3	78	3.7	18	1.8	0	0.0	678	4.3	731	4.5	1744	4.4
Eastwood	107	2.4	16	0.8	0	0.0	0	0.0	381	2.4	340	2.1	844	2.1
Inverclyde	118	2.6	6	0.3	0	0.0	0	0.0	481	3.0	529	3.3	1134	2.8
East Kilbride	93	2.1	60	2.8	0	0.0	0	0.0	161	1.0	458	2.8	772	1.9
Kilmarnock and Loudoun	50	1.1	16	0.8	44	4.3	0	0.0	173	1.1	353	2.2	636	1.6
Motherwell	51	1.1	29	1.4	0	0.0	0	0.0	332	2.1	399	2.5	811	2.0
Hamilton	0	0.0	16	0.8	51	5.0	15	5.8	278	1.8	408	2.5	768	1.9
Dumbarton	99	2.2	38	1.8	0	0.0	0	0.0	375	2.4	408	2.5	920	2.3
Strathkelvin	16	0.4	0	0.0	18	1.8	0	0.0	402	2.5	188	1.2	624	1.6
Monklands	58	1.3	0	0.0	0	0.0	0	0.0	141	0.9	273	1.7	472	1.2
Bearsden and Milngavie	170	3.8	0	0.0	18	1.8	0	0.0	265	1.7	166	1.0	619	1.5
Cumbernauld and Kilsyth	45	1.0	0	0.0	16	1.6	0	0.0	155	1.0	135	0.8	351	0.9
Clydesdale	16	0.4	0	0.0	0	0.0	0	0.0	157	1.0	144	0.9	317	0.8
Cumnock and Doon Valley	16	0.4	18	0.8	32	3.1	0	0.0	113	0.7	29	0.2	208	0.5
Clydebank	16	0.4	16	0.8	32	3.1	0	0.0	91	0.6	73	0.4	228	0.6
Rest of Strathclyde	6	0.1	0	0.0	0	0.0	0	0.0	58	0.4	6	0.0	70	0.2
Prestwick Airport	0	0.0	84	4.0	0	0.0	0	0.0	0	0.0	0	0.0	84	0.2
Total Strathclyde	2950	66.0	1639	77.2	437	42.9	172	66.7	8199	51.7	10731	66.1	24128	60.4
Highland Region	0	0.0	33	1.6	18	1.8	18	7.0	543	3.4	372	2.3	984	2.5
Grampian Region														
City of Aberdeen	33	0.7	29	1.4	49	4.8	0	0.0	512	3.2	255	1.6	878	2.2
Rest of Grampian	0	0.0	15	0.7	16	1.6	0	0.0	327	2.1	73	0.4	431	1.1
Total Grampian	33	0.7	44	2.1	65	6.4	0	0.0	839	5.3	328	2.0	1309	3.3
Tayside Region														
Angus	46	1.0	18	0.8	18	1.8	0	0.0	214	1.3	158	1.0	454	1.1
City of Dundee	147	3.3	0	0.0	31	3.0	0	0.0	303	1.9	345	2.1	826	2.1
Perth & Kinross	93	2.1	0	0.0	31	3.0	0	0.0	383	2.4	151	0.9	658	1.6
Total Tayside	286	6.4	18	0.8	80	7.9	0	0.0	900	5.7	654	4.0	1938	4.8
Central Region														
Falkirk	34	0.8	82	3.9	0	0.0	0	0.0	231	1.5	246	1.5	593	1.5
Stirling	85	1.9	0	0.0	16	1.6	0	0.0	336	2.1	318	2.0	755	1.9
Rest of Central	47	1.1	0	0.0	31	3.0	0	0.0	101	0.6	87	0.5	266	0.7
Total Central	166	3.7	82	3.9	47	4.6	0	0.0	668	4.2	650	4.0	1613	4.0
Fife Region														
Dunfermline	0	0.0	0	0.0	66	6.5	0	0.0	366	2.3	138	0.9	570	1.4
Kirkcaldy	135	3.0	16	0.8	18	1.8	16	6.2	156	1.0	136	0.8	477	1.2
North East Fife	91	2.0	6	0.3	0	0.0	0	0.0	319	2.0	339	2.1	755	1.9
Total Fife	225	5.0	22	1.0	83	8.1	16	6.2	841	5.3	613	3.8	1800	4.5
Lothian Region														
Edinburgh	444	9.9	187	8.8	135	13.2	34	13.2	1847	11.6	1646	10.1	4293	10.7
West Lothian	138	3.1	0	0.0	67	6.6	0	0.0	413	2.6	141	0.9	759	1.9
Rest of Lothian	85	1.9	0	0.0	15	1.5	0	0.0	306	1.9	108	0.7	514	1.3
Total Lothian	667	14.9	187	8.8	217	21.3	34	13.2	2566	16.2	1895	11.7	5566	13.9
Border Region	16	0.4	0	0.0	0	0.0	0	0.0	224	1.4	227	1.4	467	1.2
Dumfries and Galloway Region	64	1.4	32	1.5	0	0.0	18	7.0	280	1.8	228	1.4	622	1.6
Total Scotland	4407	98.6	2057	96.9	947	92.9	258	100	15060	95.0	15698	96.7	38427	96.2
Northern Region	0	0.0	18	0.8	25	2.5	0	0.0	553	3.5	388	2.4	984	2.5
Other UK Regions	62	1.4	48	2.3	47	4.6	0	0.0	247	1.6	146	0.9	550	1.4
Total	4469	100	2123	100	1019	100	258	100	15860	100	16232	100	39961	100

Table 27

Distribution of ultimate passenger origin / destination Prestwick Airport, 1990 annual international charter passengers

Ultimate passenger origin/destination	Business passengers				Leisure IT passengers				Leisure other passengers				Total passengers	
	UK residents		Foreign residents		UK residents		Foreign residents		UK residents		Foreign residents			
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Strathclyde Region														
City of Glasgow	25	9.6	152	15.8	965	9.0	21	8.8	2652	11.0	1829	12.5	5644	11.1
Kyle and Carrick	0	0.0	333	34.7	1042	9.8	35	14.6	1709	7.1	2082	14.2	5201	10.2
Argyle and Bute	11	4.2	436	45.5	79	0.7	0	0.0	1089	4.5	1019	6.9	2634	5.2
Cunninghame	9	3.5	9	0.9	403	3.8	0	0.0	1010	4.2	686	4.7	2117	4.2
Renfrew	22	8.5	0	0.0	410	3.8	0	0.0	743	3.1	283	1.9	1458	2.9
Eastwood	31	11.9	0	0.0	314	2.9	0	0.0	615	2.5	583	4.0	1543	3.0
Inverclyde	0	0.0	0	0.0	81	0.8	0	0.0	647	2.7	371	2.5	1099	2.2
East Kilbride	0	0.0	0	0.0	407	3.8	0	0.0	668	2.8	220	1.5	1295	2.5
Kilmarnock and Loudoun	0	0.0	0	0.0	402	3.8	0	0.0	684	2.8	333	2.3	1419	2.8
Motherwell	0	0.0	0	0.0	119	1.1	0	0.0	624	2.6	306	2.1	1049	2.1
Hamilton	0	0.0	0	0.0	310	2.9	0	0.0	580	2.4	155	1.1	1045	2.0
Dumbarton	5	1.9	0	0.0	202	1.9	0	0.0	279	1.2	192	1.3	678	1.3
Strathkelvin	5	1.9	0	0.0	243	2.3	0	0.0	461	1.9	112	0.8	821	1.6
Monklands	0	0.0	0	0.0	246	2.3	0	0.0	339	1.4	166	1.1	751	1.5
Bearsden and Milngavie	0	0.0	0	0.0	59	0.6	0	0.0	177	0.7	92	0.6	328	0.6
Cumbernauld and Kilsyth	0	0.0	0	0.0	89	0.8	0	0.0	386	1.6	103	0.7	578	1.1
Clydesdale	0	0.0	0	0.0	187	1.8	0	0.0	261	1.1	96	0.7	544	1.1
Cumnock and Doon Valley	0	0.0	5	0.5	158	1.5	0	0.0	311	1.3	78	0.5	552	1.1
Clydebank	0	0.0	0	0.0	0	0.0	0	0.0	187	0.8	104	0.7	291	0.6
Rest of Strathclyde	0	0.0	0	0.0	21	0.2	0	0.0	98	0.4	23	0.2	142	0.3
Total Strathclyde	108	41.5	935	97.5	5737	53.7	56	23.3	13520	56.0	8833	60.1	29189	57.2
Highland Region	5	1.9	0	0.0	191	1.8	5	2.1	550	2.3	177	1.2	928	1.8
Grampian Region														
City of Aberdeen	13	5.0	0	0.0	610	5.7	0	0.0	687	2.8	366	2.5	1676	3.3
Rest of Grampian	12	4.6	0	0.0	212	2.0	0	0.0	511	2.1	99	0.7	834	1.6
Total Grampian	25	9.6	0	0.0	822	7.7	0	0.0	1198	5.0	465	3.2	2510	4.9
Tayside Region														
Angus	0	0.0	0	0.0	133	1.2	0	0.0	231	1.0	47	0.3	411	0.8
City of Dundee	5	1.9	0	0.0	270	2.5	0	0.0	568	2.4	279	1.9	1122	2.2
Perth & Kinross	20	7.7	0	0.0	351	3.3	0	0.0	564	2.3	186	1.3	1121	2.2
Total Tayside	26	10.0	0	0.0	754	7.1	0	0.0	1364	5.6	513	3.5	2657	5.2
Central Region														
Falkirk	5	1.9	0	0.0	481	4.5	4	1.7	341	1.4	125	0.9	956	1.9
Stirling	0	0.0	0	0.0	330	3.1	0	0.0	243	1.0	138	0.9	711	1.4
Rest of Central	0	0.0	0	0.0	115	1.1	0	0.0	86	0.4	41	0.3	242	0.5
Total Central	5	1.9	0	0.0	926	8.7	4	1.7	671	2.8	304	2.1	1910	3.7
Fife Region														
Dunfermline	3	1.2	0	0.0	358	3.4	0	0.0	290	1.2	292	2.0	943	1.8
Kirkcaldy	12	4.6	0	0.0	323	3.0	0	0.0	399	1.7	170	1.2	904	1.8
North East Fife	0	0.0	0	0.0	28	0.3	0	0.0	82	0.3	28	0.2	138	0.3
Total Fife	16	6.2	0	0.0	708	6.6	0	0.0	771	3.2	491	3.3	1986	3.9
Lothian Region														
City of Edinburgh	36	13.8	0	0.0	747	7.0	175	72.9	1282	5.3	664	4.5	2904	5.7
West Lothian	17	6.5	0	0.0	281	2.6	0	0.0	423	1.8	519	3.5	1240	2.4
Rest of Lothian	12	4.6	0	0.0	179	1.7	0	0.0	359	1.5	249	1.7	799	1.6
Total Lothian	66	25.4	0	0.0	1207	11.3	175	72.9	2064	8.5	1432	9.8	4944	9.7
Border Region	0	0.0	9	0.9	26	0.2	0	0.0	276	1.1	71	0.5	382	0.7
Dumfries and Galloway Region	0	0.0	0	0.0	121	1.1	0	0.0	556	2.3	249	1.7	926	1.8
Total Scotland	251	96.5	944	98.4	10492	98.2	240	100	20970	86.8	12535	85.3	45432	89.1
Northern Region	0	0.0	15	1.6	145	1.4	0	0.0	1519	6.3	372	2.5	2051	4.0
Other UK Regions	9	3.5	0	0.0	42	0.4	0	0.0	1674	6.9	1780	12.1	3505	6.9
Total	260	100	959	100	10679	100	240	100	24163	100	14687	100	50988	100

Table 28

Origin of trips of UK passengers on trunk routes from Scotland to London

	<i>All UK passengers</i>			<i>End to end UK passengers *</i>		
	<i>Home not in Scotland</i>	<i>Home in Scotland</i>	<i>Total</i>	<i>Home not in Scotland</i>	<i>Home in Scotland</i>	<i>Total</i>
ABERDEEN						
Gatwick	% 44.8	55.2	100	58.8	41.2	100
Heathrow	% 48.4	51.6	100	55.8	44.2	100
EDINBURGH						
Gatwick	% 42.8	57.2	100	53.9	46.1	100
Heathrow	% 45.4	54.6	100	51.9	48.1	100
GLASGOW						
Gatwick	% 45.3	54.7	100	56.8	43.2	100
Heathrow	% 47.2	52.8	100	52.8	47.2	100
INVERNESS						
Gatwick	% 60.7	39.3	100	72.4	27.6	100
Heathrow	% 48.9	51.1	100	54.6	45.4	100

* Passengers who do not connect to other flights in Scotland or in London.

Table 29

Mode of transport used to arrive at or depart from the Scottish airports

	<i>Aberdeen</i>	<i>Edinburgh</i>	<i>Glasgow</i>	<i>Inverness</i>	<i>Prestwick</i>
	%	%	%	%	%
Private Car / Car Park Bus	49.4	56.3	62.0	62.0	66.6
Self Drive Hire Car	8.1	10.1	6.5	14.9	10.7
Taxi	35.5	25.2	22.0	15.0	7.9
Hotel Coach	1.1	0.3	0.8	0.1	0.1
Charter Coach	2.2	1.4	2.2	1.8	7.3
Public Bus	2.7	5.3	4.8	5.5	5.7
Other	1.0	1.4	1.7	0.6	1.7
Total	100	100	100	100	100
Total terminating passengers (000s)	1141	2444	4119	211	90

Table 30
Comparison of mode of transport for 1970, 1975, 1982 and 1990

Airport	Private Car			Self Drive Hire Car			Taxi / Minicab			Charter Coach (inc Hotel Coach)			Public Bus (inc Airport Bus)			Other			Total																
	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982	1970	1975	1982		
Aberdeen %	-	50	49	-	7	8	-	28	30	36	-	10	5	3	-	3	4	3	-	3	3	-	3	3	1	100	100	100	100	100	100	100	100	100	
Edinburgh %	54	55	61	6	8	10	13	14	19	25	5	5	4	2	19	17	5	5	3	1	2	3	1	2	1	100	100	100	100	100	100	100	100	100	
Glasgow %	54	60	70	4	4	4	16	19	17	22	6	6	2	3	18	10	6	5	2	1	1	6	5	2	1	100	100	100	100	100	100	100	100	100	100
Prestwick %	39	51	64	9	10	11	6	8	6	8	24	12	12	7	19	19	5	6	2	1	2	7	5	2	2	100	100	100	100	100	100	100	100	100	100

Table 31

Mode of transport by passenger type at Aberdeen Airport .

Mode of transport	UK	UK	UK Leisure	UK Leisure	UK	Foreign	Total
	Business	Leisure IT	Other	Total	Total	Total	%
	%	%	%	%	%	%	%
Private car	46.3	65.5	63.3	63.7	51.2	35.5	49.5
Taxi/Minicab	38.5	25.6	25.7	25.6	34.9	40.3	35.5
Hire car	7.4	8.4	6.1	6.5	7.2	15.8	8.1
Public Bus/Coach	2.5	0.3	4.0	3.3	2.7	2.6	2.7
Charter Coach	4.1	0.2	0.7	0.6	3.1	5.1	3.4
Other	1.1	0.1	0.3	0.3	0.9	0.7	0.9
Total	100	100	100	100	100	100	100
Total passengers (000s)	727	56	230	286	1013	128	1141

Table 32

Mode of transport by passenger type at Edinburgh Airport .

Mode of transport	UK	UK	UK Leisure	UK Leisure	UK	Foreign	Total
	Business	Leisure IT	Other	Total	Total	Total	%
	%	%	%	%	%	%	%
Private Car	57.4	74.3	64.9	67.2	60.8	32.8	56.3
Taxi/Minicab	26.4	19.9	18.4	18.8	23.8	32.8	25.2
Hire car	9.7	0.8	6.7	5.3	8.2	20.4	10.1
Public Bus/Coach	3.8	4.0	8.0	7.0	4.9	7.6	5.3
Charter Coach	1.1	1.0	1.2	1.1	1.1	5.2	1.7
Other	1.6	0.0	0.8	0.6	1.3	1.2	1.3
Total	100	100	100	100	100	100	100
Total passengers (000s)	1341	174	536	711	2052	392	2444

Table 33

Mode of transport by passenger type at Glasgow Airport .

Mode of transport	UK	UK	UK Leisure	UK Leisure	UK	Foreign	Total
	Business	Leisure IT	Other	Total	Total	Total	%
	%	%	%	%	%	%	%
Private car	57.3	79.4	67.8	73.5	66.3	34.0	62.0
Taxi/minicab	27.1	13.7	19.9	16.9	21.4	25.8	22.0
Hire car	7.8	0.3	3.5	1.9	4.5	19.2	6.5
Public bus	3.3	3.9	5.8	4.8	4.2	9.1	4.8
Charter coach	1.2	1.4	1.6	1.5	1.4	7.7	2.2
Hotel coach	0.8	0.8	0.5	0.6	0.7	1.6	0.8
Other	2.7	0.6	0.9	0.8	1.6	2.6	1.7
Total	100	100	100	100	100	100	100
Total passengers (000s)	1569	967	1020	1997	3566	554	4120

Table 34
Mode of transport by passenger type at Inverness Airport .

Mode of transport	UK Business	UK Leisure IT	UK Leisure Other	UK Leisure Total	UK Total	Foreign Total	Total
	%	%	%	%	%	%	%
Private car	63.7	83.3	67.2	68.0	65.8	41.0	62.0
Hire car	13.6	4.0	12.6	12.1	12.9	26.6	14.9
Taxi/minicab	15.1	9.8	13.8	13.6	14.3	18.8	15.0
Public bus	5.4	1.6	5.9	5.7	5.5	5.6	5.5
Charter coach	1.3	1.3	0.2	0.2	0.8	7.4	1.8
Hotel coach	0.2	0.0	0.0	0.0	0.1	0.1	0.1
Other	0.8	0.0	0.4	0.3	0.6	0.5	0.6
Total	100	100	100	100	100	100	100
Total passengers (000s)	93	5	82	87	179	32	211

Table 35
Mode of transport by passenger type at Prestwick Airport .

Mode of transport	UK Business	UK Leisure IT	UK Leisure Other	UK Leisure Total	UK Total	Foreign Total	Total
	%	%	%	%	%	%	%
Private Car	63.0	81.7	76.6	77.7	76.5	50.4	66.6
Rented Car	6.2	1.1	1.7	1.6	2.0	25.0	10.7
Taxi/Minicab	10.4	8.6	6.2	6.7	7.0	9.3	7.9
Public Bus/Coach	3.8	2.6	4.5	4.1	4.1	4.8	4.3
Charter Coach	13.0	5.1	8.2	7.5	8.0	6.4	7.4
British Rail Coach	0.1	0.1	1.3	1.0	0.9	2.3	1.4
Other	3.5	0.8	1.5	1.4	1.5	1.8	1.6
Total	100	100	100	100	100	100	100
Total passengers (000s)	5	12	40	52	56	34	90

Table 36
Average surface journey time to the Scottish airports

Airport	Average surface journey time		1990 Passengers (000s)
	1982	1990	
Aberdeen	43 minutes	46 minutes	1141
Edinburgh	35 minutes	36 minutes	2444
Glasgow	42 minutes	46 minutes	4120
Inverness	-	46 minutes	211
Prestwick	2 hours 5 minutes	1 hour 37 minutes	91

Table 37

Number seeing off by journey purpose at Aberdeen Airport

Number Seeing Off	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	94.5	79.6	69.3	92.7	67.4
1	4.1	8.1	15.1	4.8	15.7
2	0.6	7.2	9.7	1.6	9.1
3	0.4	1.6	3.6	0.9	3.8
4	0.2	2.2	1.4	0.0	1.2
5+	0.1	1.4	1.0	0.0	2.7
Total	100	100	100	100	100
Total passengers (000s)	727	56	230	81	48

Table 38

Number seeing off by journey purpose at Edinburgh Airport

Number Seeing Off	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	94.2	78.3	78.0	89.1	78.4
1	4.1	11.2	12.8	6.7	11.5
2	0.9	8.0	6.5	3.0	5.0
3	0.5	1.7	2.1	1.1	3.2
4	0.2	0.5	0.4	0.1	0.2
5+	0.1	0.3	0.2	0.0	1.7
Total	100	100	100	100	100
Total passengers (000s)	1341	174	536	167	225

Table 39

Number seeing off by journey purpose at Glasgow Airport

Number Seeing Off	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	96.1	81.0	76.2	91.4	73.5
1	2.8	11.8	12.3	5.5	10.5
2	0.7	4.0	7.9	1.8	9.7
3	0.3	1.2	2.4	1.0	3.2
4	0.1	1.3	0.6	0.1	1.8
5+	0.1	0.7	0.7	0.2	1.2
Total	100	100	100	100	100
Total passengers (000s)	1569	967	1020	200	355

Table 40

Number seeing off by journey purpose at Prestwick Airport

Number Seeing Off	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	63.5	67.7	47.2	79.9	42.7
1	19.4	14.1	19.6	7.8	13.6
2	7.8	12.8	19.3	11.4	21.4
3	3.5	2.7	5.8	0.9	8.9
4	1.4	1.2	3.0	0.0	5.6
5+	4.4	1.5	5.0	0.0	7.8
Total	100	100	100	100	100
Total passengers (000s)	5	12	40	3	31

Table 41

Number seeing off by mode of transport at Aberdeen Airport

Number Seeing Off	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	76.1	95.6	98.8	98.6	100
1	13.4	2.6	0.9	0.4	0.0
2	6.1	0.7	0.2	1.0	0.0
3	2.5	0.7	0.1	0.0	0.0
4	1.0	0.4	0.0	0.0	0.0
5+	0.9	0.0	0.0	0.0	0.0
Total	100	100	100	100	100
Total passengers (000s)	564	92	405	68	11

Table 42

Number seeing off by mode of transport at Edinburgh Airport

Number Seeing Off	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	78.8	98.0	98.6	97.9	96.5
1	12.7	0.9	0.9	2.1	1.0
2	5.4	1.0	0.4	0.0	2.5
3	2.2	0.0	0.1	0.0	0.0
4	0.4	0.1	0.0	0.0	0.0
5+	0.5	0.0	0.0	0.0	0.0
Total	100	100	100	100	100
Total passengers (000s)	1375	247	616	171	34

Table 43

Number seeing off by mode of transport at Glasgow Airport

Number Seeing Off	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	78.2	97.0	97.6	96.6	96.5
1	11.8	2.1	1.4	1.6	2.6
2	6.4	0.5	0.6	1.1	0.8
3	2.0	0.2	0.2	0.3	0.0
4	0.9	0.1	0.2	0.0	0.0
5+	0.7	0.1	0.0	0.4	0.1
Total	100	100	100	100	100
Total passengers (000s)	2554	268	906	321	70

Table 44

Number seeing off by mode of transport at Prestwick Airport

Number Seeing Off	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	32.0	84.8	89.7	91.3	88.4
1	22.4	3.8	3.8	4.4	6.2
2	25.3	4.9	4.7	1.5	4.0
3	8.2	4.0	0.7	0.9	0.0
4	4.8	1.1	0.2	0.5	0.0
5+	7.2	1.3	1.0	1.4	1.5
Total	100	100	100	100	100
Total passengers (000s)	60	10	7	12	2

Table 45

Number flying with passenger by journey purpose at Aberdeen Airport

Number flying with	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	70.8	3.7	45.8	61.1	46.5
1	17.1	55.7	33.9	22.2	29.7
2	5.6	13.0	9.1	6.6	5.6
3	3.4	18.3	7.3	4.5	10.1
4	1.0	2.3	1.4	0.8	4.3
5+	2.1	7.0	2.5	4.8	3.9
Total	100	100	100	100	100
Total passengers (000s)	727	56	230	81	48

Table 46

Number flying with passenger by journey purpose at Edinburgh Airport

Number flying with	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	74.6	4.1	52.2	56.4	34.4
1	17.7	56.0	30.3	29.1	38.1
2	4.6	14.4	9.0	6.2	12.2
3	1.6	20.6	5.2	3.0	8.8
4	0.5	3.6	1.5	0.2	2.0
5+	1.0	1.4	1.7	5.0	4.4
Total	100	100	100	100	100
Total passengers (000s)	1341	174	536	167	225

Table 47

Number flying with passenger by journey purpose at Glasgow Airport

Number flying with	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	71.7	2.9	39.7	59.1	32.5
1	19.7	67.2	36.9	24.6	42.8
2	5.0	8.9	10.5	6.9	9.3
3	2.0	16.2	8.3	2.9	8.6
4	0.6	2.3	1.9	1.1	2.4
5+	1.1	2.4	2.7	5.3	4.4
Total	100	100	100	100	100
Total passengers (000s)	1569	967	1020	200	355

Table 48

Number flying with passenger by journey purpose at Prestwick Airport

Number flying with	UK			Foreign	
	Business	Leisure IT	Leisure Other	Business	Leisure
	%	%	%	%	%
none	45.9	0.5	22.0	50.2	30.6
1	29.5	39.8	43.9	27.1	43.7
2	11.7	12.8	12.4	10.2	11.8
3	7.8	28.6	11.7	6.0	8.4
4	2.5	9.5	5.1	1.1	3.1
5+	2.6	8.9	4.8	5.5	2.5
Total	100	100	100	100	100
Total passengers (000s)	5	12	40	3	31

Table 49
Number flying with passenger by mode of transport at Aberdeen Airport

Number flying with	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	59.6	47.9	65.2	64.6	74.2
1	27.2	25.6	19.6	9.9	15.9
2	5.6	13.1	6.8	5.6	8.1
3	4.7	7.8	4.4	11.1	0.0
4	1.2	1.7	1.2	0.8	1.8
5+	1.7	3.9	2.7	7.9	0.0
Total	100	100	100	100	100
Total passengers (000s)	564	92	405	68	11

Table 50
Number flying with passenger by mode of transport at Edinburgh Airport

Number flying with	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	78.8	47.3	59.7	56.6	67.9
1	12.7	33.8	27.3	20.6	21.0
2	5.4	7.6	7.5	6.5	4.1
3	2.2	7.6	4.4	2.1	4.4
4	0.4	2.1	0.5	0.5	2.5
5+	0.5	1.5	0.8	13.7	0.0
Total	100	100	100	100	100
Total passengers (000s)	1375	247	616	171	34

Table 51
Number flying with passenger by mode of transport at Glasgow Airport

Number flying with	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	47.1	38.4	53.2	47.2	56.6
1	35.4	38.5	32.7	27.7	21.3
2	7.8	10.9	6.7	5.7	6.3
3	6.9	10.0	4.9	5.6	6.5
4	1.4	1.6	1.0	2.1	2.7
5+	1.3	0.6	1.5	11.7	6.5
Total	100	100	100	100	100
Total passengers (000s)	2554	268	906	321	70

Table 52
Number flying with passenger by mode of transport at Prestwick Airport

Number flying with	Private Car	Hired Car	Taxi Minicab	Bus/Coach	Other
	%	%	%	%	%
none	23.3	14.2	23.3	31.6	31.7
1	43.0	45.0	44.0	35.1	28.8
2	12.1	15.5	12.8	10.1	4.7
3	13.3	17.6	9.5	8.8	9.4
4	5.2	4.7	6.7	1.7	1.7
5+	3.1	3.0	3.7	12.7	23.8
Total	100	100	100	100	100
Total passengers (000s)	60	10	7	12	2

Table 53
Trip length of passengers using Aberdeen airport .

Trip Length	International Scheduled			International Charter		Domestic				All Passengers %	
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Inclusive Tour %	UK Other %	UK Business %	UK Leisure %	Foreign Business %		Foreign Leisure %
Up to 12hrs	2.2	0.0	1.1	0.0	0.0	0.0	15.5	2.0	5.4	0.0	9.9
13hrs-1 day	8.0	0.0	19.3	0.0	0.0	0.0	16.2	3.3	14.4	0.0	11.6
Over 1 day - 2 days	18.4	2.6	12.1	4.8	0.0	0.0	12.0	11.0	11.8	6.0	11.2
Over 2 days - 3 days	12.8	10.0	10.9	13.0	0.0	0.0	7.6	10.4	12.5	8.0	8.7
Over 3 days - 4 days	11.7	11.8	10.2	9.3	0.0	0.0	4.0	9.8	5.3	6.2	6.1
Over 4 days - 5 days	5.8	11.8	4.0	6.0	0.0	0.0	4.5	7.8	5.2	6.6	5.4
Over 5 days- 1 week	12.2	12.4	11.4	18.7	30.9	2.3	7.8	20.0	11.6	15.8	11.8
Over 1 week - 2 weeks	18.1	34.2	9.1	31.2	67.2	97.7	26.4	22.7	17.3	19.5	25.8
Over 2 weeks - 3 weeks	4.0	6.0	4.9	8.6	1.8	0.0	3.0	6.4	7.6	11.5	4.4
Over 3 weeks	6.7	11.3	17.0	7.9	0.0	0.0	3.0	6.4	8.9	26.4	5.2
Total	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	45	30	29	21	23	2	681	232	51	26	
Average Trip (hrs)	146	215	173	206	222	250	127	173	162	272	149

Table 54
Trip length of passengers using Edinburgh Airport.

Trip Length	International Scheduled				International Charter			Domestic				All Passengers %
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Inclusive Tour %	UK Other %	Foreign Total %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	
Up to 12hrs	2.5	0.0	3.7	1.0	0.0	0.0	0.0	29.9	3.0	4.2	0.0	16.6
13hrs-1 day	11.1	0.0	11.9	1.4	0.0	0.0	0.0	19.9	4.3	8.0	1.7	12.2
Over 1 day - 2 days	20.4	5.6	18.7	3.3	0.0	0.0	2.4	18.7	11.0	8.8	7.4	13.9
Over 2 days - 3 days	13.2	8.5	13.3	8.3	0.0	0.0	0.0	9.4	15.0	10.0	5.8	9.8
Over 3 days - 4 days	13.0	12.8	9.8	15.9	0.0	0.8	0.0	5.9	10.2	9.4	8.6	7.4
Over 4 days - 5 days	6.5	9.8	6.2	5.9	0.0	0.0	0.0	5.0	6.5	5.0	5.1	5.2
Over 5 days- 1 week	8.9	13.0	18.3	22.0	39.0	25.3	41.3	4.3	15.4	20.3	8.7	11.0
Over 1 week - 2 weeks	10.0	34.6	7.3	26.8	58.7	51.3	25.9	2.8	18.4	13.1	27.3	13.5
Over 2 weeks - 3 weeks	3.9	7.9	2.3	6.6	2.1	4.8	12.9	1.1	7.3	5.2	14.7	4.0
Over 3 weeks	10.5	7.2	8.4	8.4	0.0	17.8	17.3	2.8	8.6	16.0	20.0	6.4
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	39	61	33	54	135	26	13	1301	488	134	158	2444
Average Trip (hrs)	143	204	129	196	214	276	268	62	172	189	263	111

Table 55

Trip length of passengers using Glasgow airport .

Trip Length	International Scheduled				International Charter			Domestic				All Passengers %
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	UK Inclusive Tour %	UK Other %	Foreign Total %	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	
Up to 12hrs	3.3	0.0	5.3	0.0	0.0	0.0	0.0	31.1	3.0	9.5	1.3	13.0
13hrs-1 day	11.1	0.0	10.7	0.0	0.0	0.0	0.0	20.3	5.3	14.9	2.2	9.8
Over 1 day - 2 days	17.7	2.2	15.6	3.4	0.0	0.0	0.0	17.3	11.9	10.7	3.1	10.4
Over 2 days - 3 days	15.2	8.3	10.7	3.0	0.0	0.2	13.2	9.8	13.0	6.9	4.3	8.1
Over 3 days - 4 days	8.4	6.4	10.1	4.5	0.1	0.2	0.0	6.1	8.8	6.4	6.1	5.5
Over 4 days - 5 days	5.5	5.0	3.7	3.5	0.1	0.2	0.0	5.0	5.6	4.7	2.8	4.1
Over 5 days- 1 week	15.1	14.8	17.1	12.9	38.4	27.1	41.0	4.5	18.7	18.7	16.3	15.9
Over 1 week - 2 weeks	11.7	31.7	15.7	38.2	58.9	48.0	10.6	2.4	20.7	13.2	31.2	21.7
Over 2 weeks - 3 weeks	3.8	19.5	5.3	23.2	1.6	17.0	26.9	1.2	6.2	2.8	13.5	6.2
Over 3 weeks	8.1	11.4	5.8	10.7	0.9	7.3	8.7	2.2	6.8	12.0	19.2	5.3
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000's)	79	226	59	168	885	191	42	1486	699	114	145	
Average Trip (hrs)	139	256	143	276	215	269	250	59	166	155	267	151

Table 56

Trip length of passengers using Inverness Airport .

Trip Length	Domestic				All Passengers %
	UK Business %	UK Leisure %	Foreign Business %	Foreign Leisure %	
Up to 12hrs	13.0	1.2	6.5	0.0	6.5
13hrs-1 day	23.7	4.2	12.6	2.2	12.8
Over 1 day - 2 days	17.4	7.3	10.9	3.7	11.4
Over 2 days - 3 days	12.1	12.2	8.7	5.8	11.4
Over 3 days - 4 days	7.3	11.0	5.4	3.8	8.4
Over 4 days - 5 days	5.3	7.6	3.2	7.3	6.4
Over 5 days- 1 week	7.2	21.0	11.8	22.4	14.8
Over 1 week - 2 weeks	7.1	22.5	18.1	27.2	16.1
Over 2 weeks - 3 weeks	2.7	5.7	8.0	13.7	5.3
Over 3 weeks	4.3	7.3	14.8	13.3	6.9
Total	100	100	100	100	100
Total passengers (000's)	93	86	8	24	211
Average Trip (hrs)	93	175	191	241	147

Table 57
Income of UK and foreign passengers at Aberdeen Airport

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %
Under £4999	0.9	0.3	5.2	2.9	1.1	3.3	1.8	6.9
£5,000-£7,499	0.8	0.4	3.3	5.0	1.9	0.2	3.0	0.2
£7,500-£9,999	1.9	0.2	5.0	8.2	0.6	0.2	5.8	3.7
£10,000-£14,999	9.3	6.4	14.8	13.5	5.8	2.6	9.8	7.5
£15,000-£19,999	16.6	15.7	12.9	13.4	8.2	6.5	8.1	11.6
£20,000-£29,999	31.4	29.2	20.0	25.5	17.7	19.3	17.0	19.1
£30,000-£39,999	21.5	24.8	16.7	17.4	21.7	27.3	16.7	10.7
£40,000-£49,999	9.3	12.7	10.6	7.6	15.9	22.1	18.5	15.8
£50,000-£99,999	7.1	8.6	9.5	5.2	21.2	16.6	13.4	18.7
£100,000-£149,999	0.8	0.7	1.3	1.2	2.8	0.7	2.5	2.3
£150,000-£199,999	0.1	0.8	0.2	1.1	2.1	1.1	0.9	1.4
£200,000 +	0.2	0.3	0.7	0.7	1.0	0.3	2.5	2.1
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	814	49	270	56	62	34	35	23
Average income	£30,923	£34,648	£30,898	£26,499	£46,672	£41,873	£41,594	£42,805

Table 58
Income of UK and foreign passengers at Edinburgh Airport

Income	UK Passengers						Foreign Passengers					
	Business		Leisure		Business		Leisure		Business		Leisure	
	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %
Under £4999	1.2	5.8	4.5	3.5	1.2	4.3	5.7	4.3	1.2	4.3	5.7	7.5
£5,000-£7,499	1.2	0.4	2.8	3.2	1.1	1.4	1.6	1.4	1.1	1.4	1.6	0.9
£7,500-£9,999	2.8	3.4	4.1	9.8	1.2	1.5	2.5	1.5	1.2	1.5	2.5	3.9
£10,000-£14,999	11.9	8.1	13.4	15.0	3.1	6.2	7.8	6.2	3.1	6.2	7.8	7.9
£15,000-£19,999	18.7	19.5	14.6	15.1	8.2	11.1	10.1	11.1	8.2	11.1	10.1	13.5
£20,000-£29,999	27.8	26.7	23.4	21.6	17.5	24.0	16.4	24.0	17.5	24.0	16.4	17.0
£30,000-£39,999	16.2	16.6	12.5	17.4	16.4	20.5	15.1	20.5	16.4	20.5	15.1	17.8
£40,000-£49,999	7.3	10.7	10.5	5.9	12.0	9.2	11.3	9.2	12.0	11.3	11.3	10.4
£50,000-£99,999	9.9	8.2	10.2	6.6	24.1	15.1	17.1	15.1	24.1	17.1	17.1	12.4
£100,000-£149,999	1.5	0.3	2.1	1.6	6.5	3.8	4.0	3.8	6.5	4.0	4.0	3.5
£150,000-£199,999	0.7	0.4	1.0	0.4	1.5	0.6	2.1	0.6	1.5	0.6	2.1	0.8
£200,000 +	0.8	0.3	1.0	0.1	7.3	2.4	6.2	2.4	7.3	6.2	6.2	4.2
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	1318	40	494	224	137	33	158	33	137	158	158	67
Average income	£33,256	£29,242	£33,732	£27,550	£60,854	£42,148	£51,737	£42,148	£60,854	£51,737	£51,737	£42,688

Table 59
Income of UK and foreign passengers at Glasgow Airport

Income	UK Passengers				Foreign Passengers			
	Business		Leisure		Business		Leisure	
	Domestic %	International %	Domestic %	International %	Domestic %	International %	Domestic %	International %
Under £4999	1.0	2.6	5.9	6.1	2.4	3.9	5.9	4.5
£5,000-£7,499	1.1	1.8	3.7	5.5	1.7	0.2	1.6	2.1
£7,500-£9,999	2.6	2.8	6.1	5.8	4.9	1.4	2.6	4.3
£10,000-£14,999	10.9	12.0	13.3	14.0	3.0	3.9	8.3	6.1
£15,000-£19,999	18.8	17.4	17.9	18.4	9.2	10.0	12.6	8.2
£20,000-£29,999	31.3	32.9	19.3	23.0	21.0	19.9	11.7	16.4
£30,000-£39,999	16.1	13.3	14.0	13.3	20.0	18.2	17.2	24.2
£40,000-£49,999	7.5	6.1	8.5	6.4	14.2	16.6	13.7	10.3
£50,000-£99,999	8.5	8.0	8.4	6.8	15.2	16.0	17.4	16.9
£100,000-£149,999	1.3	1.0	1.5	0.5	4.0	4.7	3.4	4.4
£150,000-£199,999	0.3	1.1	0.7	0.1	2.2	1.1	1.9	1.6
£200,000 +	0.7	1.1	0.6	0.1	2.2	4.1	3.8	0.9
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	1536	86	741	1302	122	88	154	219
Average income	£31,610	£31,934	£29,924	£25,362	£45,875	£49,271	£46,912	£42,867

Table 62
Socio-economic group of UK passengers by journey purpose.

Socio-economic Group	Business					Leisure				
	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	Prestwick %	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	Prestwick %
A/B	45.3	61.0	62.7	51.6	60.2	41.6	49.7	35.7	50.0	34.2
C1	29.5	33.9	30.2	37.0	35.8	31.7	30.3	31.6	34.1	26.9
C2	20.7	4.5	6.0	9.8	3.8	15.9	12.9	20.6	12.1	25.9
D/E	4.5	0.6	1.2	1.6	0.2	10.8	7.1	12.0	3.8	13.0
Total	100	100	100	100	100	100	100	100	100	100
Total Passengers(000s)	863	1358	1622	94	5	326	718	2043	87	52

Table 63
Socio-economic group of Scottish and other UK residents using the Scottish airports.

Socio-economic group	Scottish residents		Other UK residents		UK population	
	1982 %	1990 %	1982 %	1990 %	1982 %	1990 %
A/B	40.0	44.0	59.0	57.5	25.6	25.9
C1	25.9	31.8	24.0	30.9	22.2	20.9
C2	24.1	16.9	13.2	8.9	25.8	30.3
D/E	10.0	7.3	3.8	2.7	26.5	22.8
Total	100	100	100	100	100	100

Table 64
Main Business of business passengers at Aberdeen Airport.

Main Business	International		Domestic		Total		Total 1990 %	Total 1982 %
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %		
Agriculture	2.4	0.4	1.2	3.1	1.3	2.1	1.4	1.2
Energy & water supply	41.6	44.3	38.5	47.5	38.7	46.2	39.4	49.3
Extraction processes	1.0	0.7	1.3	2.2	1.2	1.6	1.3	2.0
Metal goods, engineering	21.0	14.9	11.9	14.1	12.5	14.4	12.7	11.9
Other manufacturing industries	3.1	1.7	3.4	4.1	3.4	3.1	3.3	5.9
Total manufacturing industries	69.1	62.0	56.3	71.0	57.1	67.5	58.1	70.3
Construction	5.3	6.2	7.1	1.4	7.0	3.3	6.6	6.1
Distribution, catering	4.4	4.7	6.7	3.3	6.6	3.9	6.3	2.2
Transport, communications	6.0	14.1	7.0	6.4	7.0	9.4	7.2	10.6
Banking, finance	9.8	6.6	13.5	8.1	13.2	7.5	12.7	4.1
Other services	5.4	6.4	9.4	9.7	9.1	8.4	9.1	6.6
Total	100	100	100	100	100	100	100	100
Total business passengers (000s)	49	34	814	62	863	96	959	897

Table 65
Main Business of business passengers at Edinburgh Airport.

Main Business	International		Domestic		Total		Total 1990 %	Total 1982 %
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %		
Agriculture	2.3	8.2	1.4	6.0	1.4	6.5	1.9	1.3
Energy & water supply	4.1	8.8	4.8	6.4	4.8	6.9	5.0	9.7
Extraction processes	4.2	9.9	5.1	7.3	5.1	7.8	5.4	3.8
Metal goods, engineering	15.4	15.7	13.7	14.9	13.7	15.1	13.9	14.0
Other manufacturing industries	11.0	7.8	9.3	9.0	9.3	8.8	9.3	15.8
Total manufacturing industries	36.9	50.4	34.2	43.6	34.3	45.1	35.5	44.6
Construction	1.9	2.3	3.0	1.8	2.9	1.9	2.8	5.0
Distribution, catering	10.0	8.9	12.6	10.8	12.5	10.4	12.3	7.3
Transport, communications	10.3	8.0	6.6	5.2	6.7	5.8	6.6	7.3
Banking, finance	11.1	6.2	22.4	13.6	22.0	12.0	20.9	12.3
Other services	29.8	24.2	21.2	25.0	21.5	24.8	21.8	23.4
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	40	33	1318	137	1358	170	1528	657

Table 66
Main Business of business passengers at Glasgow Airport.

Main Business	International		Domestic		Total		Total 1990 %	Total 1982 %
	UK %	Foreign %	UK %	Foreign %	UK %	Foreign %		
Agriculture	1.5	1.2	0.4	1.1	0.4	1.1	0.5	0.9
Energy & water supply	5.9	3.5	6.0	6.1	6.0	5.1	5.9	10.9
Extraction processes	3.5	7.5	3.6	4.4	3.6	5.6	3.8	4.9
Metal goods, engineering	23.4	18.6	14.5	20.2	15.0	19.6	15.5	18.8
Other manufacturing industries	9.6	7.0	9.4	9.4	9.5	8.4	9.3	10.1
Total manufacturing industries	43.9	37.7	34.0	41.1	34.5	39.8	35.1	45.6
Construction	3.3	3.2	4.9	3.0	4.8	3.1	4.6	8.3
Distribution, catering	8.5	5.5	11.2	5.9	11.0	5.7	10.5	8.6
Transport, communications	10.6	6.4	9.4	10.9	9.5	9.1	9.4	10.1
Banking, finance	7.4	10.6	19.4	11.1	18.8	10.9	18.0	11.2
Other services	26.3	36.7	21.1	28.0	21.4	31.3	22.4	16.3
Total	100	100	100	100	100	100	100	100
Total business passengers (000s)	86	88	1536	122	1622	210	1832	1124

Table 67

Main Business of business passengers at Inverness Airport.

Main Business	Domestic		Grand Total
	UK	Foreign	
	%	%	%
Agriculture	4.0	6.7	4.2
Energy & water supply	9.1	20.9	10.0
Extraction processes	0.5	1.5	0.6
Metal goods, engineering	6.5	9.9	6.8
Other manufacturing industries	5.7	8.1	5.8
Total manufacturing industries	25.8	47.0	27.4
Construction	5.7	1.3	5.3
Distribution, catering	8.6	6.7	8.4
Transport, communications	6.0	5.0	5.9
Banking, finance	11.3	7.2	11.0
Other services	42.7	32.7	42.0
Total	100.0	100.0	100.0
Total passengers (000s)	94	8	102

Table 68

Main Business of business passengers at Prestwick Airport.

Main Business	International		Total 1990	Total 1982
	UK	Foreign		
	%	%	%	%
Agriculture	0.7	0.2	0.5	2.9
Energy & water supply	0.8	0.0	0.5	2.3
Extraction processes	1.5	3.9	2.5	3.0
Metal goods, engineering	26.1	24.8	25.6	15.4
Other manufacturing industries	7.5	1.5	5.2	5.6
Total manufacturing industries	36.7	30.5	34.3	29.2
Construction	2.4	2.2	2.3	2.1
Distribution, catering	4.9	3.1	4.2	4.9
Transport, communications	4.7	11.1	7.2	7.6
Banking, finance	4.1	3.5	3.9	8.4
Other services	47.1	49.6	48.1	47.9
Total	100	100	100	100
Total passengers (000s)	5	3	8	15

Table 69
Journey purpose by flight type and country of residence at the Scottish airports

	Aberdeen						Edinburgh						Glasgow						Prestwick		Inverness	
	Domestic			International			Domestic			International			Domestic			International			UK		Foreign	
	UK		Foreign	UK		Foreign	UK		Foreign	UK		Foreign	UK		Foreign	UK		Foreign	UK		Foreign	
	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	%	
Business	73.1	61.9	46.4	56.9	69.7	38.6	13.5	28.6	38.4	5.9	27.3	6.6	6.7	43.4	19.4							
Business	0.3	0.5	0.1	0.0	1.4	1.0	0.0	0.0	1.5	0.1	0.6	1.4	1.8	6.6	1.7							
Armed Services	0.2	0.5	0.4	0.0	0.3	0.0	0.3	0.1	0.8	0.0	0.4	0.0	0.3	0.2	0.0							
Airline Staff	1.0	1.0	0.0	1.2	0.5	3.4	0.2	2.8	1.9	0.0	0.2	0.0	0.1	1.1	4.2							
Contract Home Leave																						
Overseas Employment																						
Less than 12 months	0.0	0.1	0.0	0.1	0.2	1.1	0.5	0.0	0.7	0.1	0.0	0.0	0.0	0.0	0.0							
12 months or more	0.0	0.1	0.1	0.3	0.1	0.9	0.0	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0							
Studies (financed by employer)	0.5	0.2	0.0	1.7	0.6	1.5	0.7	1.3	0.8	0.1	0.0	0.3	0.0	0.0	0.0							
Au Pair	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0							
Total Business	75.1	64.3	47.0	60.2	72.8	46.5	15.3	32.9	44.2	6.2	28.5	8.2	8.9	51.8	25.9							
Leisure																						
Holiday - IT / Package - Hotel	2.4	1.4	20.0	2.0	1.5	3.7	37.3	4.2	0.4	37.1	5.2	11.3	1.3	1.9	4.0							
Holiday - IT / Package - Self Catering	0.4	0.0	7.4	0.3	0.2	0.0	17.8	0.5	0.2	29.4	0.4	9.4	0.1	0.7	0.3							
Holiday - Fare paid separately	3.5	7.2	7.3	10.5	6.2	23.1	12.4	23.3	5.5	12.8	22.5	11.1	11.1	12.8	36.1							
Visiting Friends and Relatives	15.6	24.3	15.3	23.7	16.9	21.2	15.4	32.5	21.3	10.4	34.7	56.4	76.2	27.5	24.3							
Migration	0.1	0.3	0.3	0.0	0.0	0.1	0.3	0.0	0.1	0.2	0.1	1.1	0.0	0.5	0.2							
Studies (private grants)	0.2	0.6	0.6	0.9	0.4	2.8	0.3	3.5	0.4	0.1	1.3	0.3	0.2	0.5	1.7							
Cultural / Sports	0.6	0.6	1.7	0.9	1.0	2.0	0.3	1.9	1.3	0.9	4.0	1.3	1.7	1.8	6.8							
Unaccompanied Schoolchildren	0.0	0.6	0.0	0.0	0.0	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1	0.2							
Other	2.0	0.8	0.4	1.5	1.0	0.6	0.8	0.7	1.5	2.9	3.2	0.7	0.5	2.5	0.4							
Total Leisure	24.8	35.8	53.0	39.8	27.2	53.7	84.7	66.8	55.9	93.8	71.4	91.6	91.1	48.3	74.0							
Total	99.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100							
Total terminal passengers (000s)	1084	97	105	57	1812	295	264	101	2276	1388	307	56	34	181	32							

Table 70
Sex of passengers by journey purpose at the Scottish airports

Journey Purpose	Aberdeen		Edinburgh		Glasgow		Inverness		Prestwick	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %
Business										
Business	92.0	8.0	81.9	18.1	83.8	16.2	83.6	16.4	79.8	20.2
Armed Services	85.9	14.1	91.9	8.1	96.8	3.2	95.5	4.5	81.7	18.3
Airline Staff	87.2	12.8	63.5	36.5	62.6	37.4	72.1	27.9	58.5	41.5
Contract Home Leave	98.7	1.3	83.0	17.0	86.7	13.3	89.8	10.2	100	0.0
Overseas Employment										
Less than 12 months	100	0.0	72.2	27.8	66.6	33.4	100	0.0	100	0.0
12 months or more	29.8	70.2	90.2	9.8	46.0	54.0	51.0	49.0	44.6	55.4
Studies (financed by employer)	77.3	22.7	68.4	31.6	60.7	39.3	57.8	42.2	70.3	29.7
Au Pair	0.0	100	0.0	100	0.0	100	49.3	50.7	0.0	100
Leisure										
Holiday - IT / Package - Hotel	45.0	55.0	49.9	50.1	48.2	51.8	44.3	55.7	51.2	48.8
Holiday - IT / Package - Self Catering	41.2	58.8	38.3	61.7	55.5	44.5	45.7	54.3	51.2	48.8
Holiday - Fare paid separately	54.7	45.3	52.2	47.8	51.3	48.7	47.8	52.2	49.9	50.1
Visiting Friends and Relatives	40.7	59.3	44.6	55.4	43.3	56.7	37.9	62.1	43.5	56.5
Migration	70.3	29.7	85.8	14.2	20.6	79.4	47.5	52.5	41.5	58.5
Studies (private / grants)	54.3	45.7	60.5	39.5	50.6	49.4	42.1	57.9	61.3	38.7
Cultural / Sports	66.1	33.9	69.9	30.1	73.7	26.3	70.9	29.1	66.1	33.9
Unaccompanied School Children	100	0.0	75.1	24.9	38.1	61.9	60.6	39.4	0.0	0.0
Other	33.3	66.7	59.4	40.6	44.7	55.3	42.9	57.1	42.6	57.4
Total terminal passengers (000s)	1051	292	1722	749	2708	1540	135	78	44	46

Table 71
Sex of passengers at the Scottish airports by journey purpose in 1982 and 1990

Airport	Business				Leisure				Total				Total Terminal Passengers (000s)			
	1982		1990		1982		1990		1982		1990		1982		1990	
	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male %	Female %	Male	Female	Male	Female
Aberdeen	96	4	92	8	46	54	44	56	85	15	78	22	981	177	1051	292
Edinburgh	90	11	82	18	45	55	49	51	70	31	70	30	837	366	1708	743
Glasgow	91	9	83	17	44	56	49	51	66	34	64	36	1590	816	2706	1539
Prestwick	78	22	79	21	41	59	46	54	43	57	49	51	109	146	44	46
Inverness (1)			85	15			43	57			63	37			135	78

(1) Information only available for 1990

Table 72

Booking period for inclusive tour holidays taken by UK passengers at the Scottish airports.

<i>Holiday booked</i>	<i>Aberdeen</i>	<i>Edinburgh</i>	<i>Glasgow</i>	<i>Prestwick</i>
	%	%	%	%
Up to 2 months before	11.9	25.7	45.4	16.8
2 months up to 3 months before	13.7	6.4	16.5	6.2
3 months up to 4 months before	8.6	11.1	7.2	6.0
4 months up to six months before	39.1	27.1	14.1	21.5
Six months and over	26.6	29.6	16.8	49.5
Total	100	100	100	100
Total passengers (000s)	29	135	885	12
Average booking time (days)	133	126	99	142

Table 73

Age distribution of leisure passengers at Aberdeen Airport.

<i>Age Group</i>	<i>UK Hotel inclusive tour</i>	<i>UK Self catering inclusive tour</i>	<i>UK Inclusive tour total</i>	<i>Foreign Inclusive tour total</i>	<i>UK Leisure other</i>	<i>Foreign Leisure other</i>	<i>UK Total</i>	<i>Foreign Total</i>
	%	%	%	%	%	%	%	%
2 - 4	0.0	0.0	0.0	0.0	0.2	0.0	0.1	0.0
5 - 9	1.0	7.7	2.0	0.0	1.5	1.1	1.5	1.1
10 - 14	3.9	3.5	3.8	0.0	3.0	3.3	3.1	3.2
15 - 19	2.3	9.4	3.3	0.0	4.6	7.3	4.4	6.9
20 - 24	5.7	6.3	5.8	1.0	10.0	5.4	9.2	5.2
25 - 29	7.6	23.0	9.8	10.5	14.9	11.9	14.0	11.8
30 - 39	17.7	12.9	17.0	32.1	22.4	21.6	21.4	22.2
40 - 49	25.7	20.6	25.0	17.7	18.8	24.6	19.9	24.2
50 - 59	18.5	8.5	17.1	11.3	11.3	14.2	12.3	14.0
60 - 64	7.2	1.7	6.4	5.2	5.1	3.8	5.4	3.9
65 - 69	6.3	1.4	5.6	11.3	3.8	2.3	4.1	2.8
70 - 79	4.2	4.2	4.2	11.0	3.7	3.2	3.8	3.6
80 - 84	0.0	0.7	0.1	0.0	0.8	0.5	0.7	0.5
Over 85	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.8
Total	100	100	100	100	100	100	100	100
Total passengers (000's)	48	12	60	3	266	55	326	58
Average age	44	34	42	47	39	40	39	40

Table 74

Age distribution of leisure passengers at Edinburgh Airport.

Age Group	UK Hotel inclusive tour	UK Self catering inclusive tour	UK Inclusive tour total	Foreign Inclusive tour total	UK Leisure other	Foreign Leisure other	UK Total	Foreign Total
	%	%	%	%	%	%	%	%
2 - 4	0.0	0.0	0.0	0.0	0.2	0.0	0.2	0.0
5 - 9	0.8	0.4	0.7	0.0	0.6	0.5	0.6	0.5
10 - 14	4.2	4.6	4.3	0.0	2.1	2.6	2.6	2.4
15 - 19	1.4	4.6	2.4	15.0	5.9	5.6	5.1	6.2
20 - 24	2.5	3.4	2.8	0.0	11.5	10.4	9.5	9.7
25 - 29	4.7	5.2	4.8	9.6	16.3	13.2	13.7	13.0
30 - 39	14.0	21.4	16.2	35.8	20.6	17.9	19.6	19.1
40 - 49	26.4	29.4	27.3	13.5	17.2	16.2	19.4	16.0
50 - 59	20.5	22.5	21.1	16.8	13.1	19.4	14.9	19.2
60 - 64	9.4	2.6	7.3	3.0	4.7	5.1	5.3	4.9
65 - 69	6.6	5.0	6.2	1.9	3.6	4.9	4.1	4.7
70 - 79	8.9	1.1	6.5	2.7	3.4	3.6	4.1	3.5
80 - 84	0.6	0.0	0.4	1.8	0.9	0.3	0.8	0.4
Over 85	0.0	0.0	0.0	0.0	0.1	0.3	0.1	0.3
Total	100	100	100	100	100	100	100	100
Total passengers (000's)	126	51	177	16	541	210	718	226
Average age	48	42	46	39	39	41	40	41

Table 75

Age distribution of leisure passengers at Glasgow Airport.

Age Group	UK Hotel inclusive tour	UK Self catering inclusive tour	UK Inclusive tour total	Foreign Inclusive tour total	UK Leisure other	Foreign Leisure other	UK Total	Foreign Total
	%	%	%	%	%	%	%	%
2 - 4	0.6	1.1	0.8	0.0	0.3	0.3	0.5	0.2
5 - 9	2.3	1.6	2.0	0.0	2.2	1.4	2.1	1.3
10 - 14	3.1	8.2	5.1	0.0	3.5	1.8	4.0	1.7
15 - 19	3.3	7.7	5.0	0.0	4.5	3.1	4.7	2.9
20 - 24	6.0	8.0	6.8	2.5	11.2	11.4	9.6	10.9
25 - 29	7.3	11.7	9.0	4.2	16.5	12.1	13.8	11.7
30 - 39	18.6	15.3	17.3	15.5	17.7	19.1	17.5	18.9
40 - 49	18.5	14.7	17.1	16.5	16.9	16.9	17.0	16.9
50 - 59	18.4	23.4	20.3	42.1	14.6	15.6	16.7	17.0
60 - 64	9.2	2.5	6.6	4.0	5.2	6.6	5.7	6.5
65 - 69	7.7	4.8	6.6	5.0	3.7	7.0	4.8	6.9
70 - 79	4.9	0.7	3.3	10.2	3.2	4.5	3.2	4.8
80 - 84	0.2	0.5	0.3	0.0	0.6	0.2	0.5	0.1
Over 85	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	100	100	100	100	100	100	100	100
Total passengers (000's)	564	414	978	19	1064	354	2042	373
Average age	44	38	41	51	38	42	39	42

Table 76

Age distribution of leisure passengers at Inverness Airport.

Age Group	UK Inclusive tour total	Foreign Inclusive tour total	UK Leisure other	Foreign Leisure other	UK Total	Foreign Total
	%	%	%	%	%	%
2 - 4	1.4	0.0	1.1	0.8	1.1	0.8
5 - 9	1.3	0.0	3.8	3.5	3.7	3.3
10 - 14	3.0	0.0	3.7	2.9	3.7	2.7
15 - 19	5.4	7.1	4.5	6.7	4.6	6.7
20 - 24	3.3	9.7	7.5	7.0	7.3	7.1
25 - 29	9.9	0.0	10.7	9.4	10.7	8.9
30 - 39	14.0	19.2	20.1	19.3	19.8	19.3
40 - 49	16.1	4.6	18.2	18.6	18.1	17.8
50 - 59	18.7	15.5	14.5	17.1	14.7	17.0
60 - 64	9.1	6.1	5.1	5.7	5.3	5.7
65 - 69	5.0	16.8	4.9	3.7	4.9	4.4
70 - 79	10.6	13.9	4.7	3.6	5.0	4.2
80 - 84	1.7	7.3	0.7	1.3	0.8	1.6
Over 85	0.5	0.0	0.3	0.4	0.3	0.4
Total	100	100	100	100	100	100
Total passengers (000's)	5	1	82	22	87	23
Average age	46	52	40	40	40	41

Table 77

Age distribution of leisure passengers at Prestwick Airport.

Age Group	UK Inclusive tour total	UK Leisure other	Foreign Leisure	UK Total	Foreign Total
	%	%	%	%	%
2 - 4	1.0	1.3	1.3	1.2	1.3
5 - 9	8.1	3.8	2.4	4.7	2.4
10 - 14	9.6	6.9	4.6	7.6	4.6
15 - 19	3.4	5.5	4.4	5.0	4.4
20 - 24	7.7	7.5	8.2	7.6	8.2
25 - 29	13.5	8.2	8.8	9.5	8.8
30 - 39	23.5	15.5	12.2	17.3	12.2
40 - 49	16.9	13.2	20.5	14.1	20.5
50 - 59	9.4	15.4	21.1	14.0	21.1
60 - 64	3.9	6.7	6.2	6.1	6.2
65 - 69	2.8	7.5	6.9	6.4	6.9
70 - 79	0.2	7.4	2.9	5.7	2.9
80 - 84	0.0	1.0	0.5	0.8	0.5
Over 85	0.0	0.1	0.1	0.1	0.1
Total	100	100	100	100	100
Total passengers (000's)	12	40	32	52	32
Average age	30	37	38	35	38

Table 78
Family make - up of leisure passengers at the Scottish Airports

Family make - up	International Inclusive Tour Holiday			International Other Leisure			Domestic Leisure			All Scottish Airports				
	Aberdeen %	Edinburgh %	Glasgow %	Prestwick %	Aberdeen %	Edinburgh %	Glasgow %	Prestwick %	Aberdeen %	Edinburgh %	Glasgow %	Inverness %	1982(1) %	1990 %
No children under 16	60.9	69.6	67.8	55.1	59.9	73.1	74.1	69.4	72.3	75.5	73.6	65.9	66.6	72.2
Children under 16	39.1	30.4	32.2	44.9	40.1	26.9	25.9	30.6	27.7	24.5	26.4	34.1	33.4	27.8
Total	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Total leisure passengers (000s)	30	149	940	12	46	140	568	71	304	652	895	111	2281	3918

(1) excluding Inverness

Table 79
Family make-up of all leisure passengers at the Scottish Airports in 1982 and 1990

Family make - up	Aberdeen		Edinburgh		Glasgow		Inverness		Prestwick		Total	
	1982 %	1990 %	1982 %	1990 %	1982 %	1990 %	1982 %	1990 %	1982 %	1990 %	1982 %	1990 %
No children under 16	62.2	69.4	64.9	74.2	66.9	72.1	65.9	73.3	66.9	66.6	66.6	72.1
Children under 16	37.8	30.6	35.1	25.8	33.1	27.9	34.1	26.7	33.1	23.4	23.4	27.9
Total	100	100	100	100	100	100	100	100	100	100	100	100
Total leisure passengers (000s)	251	380	551	941	1247	2403	111	232	83	2281	3918	

Table 80

Interlining at the Scottish Airports

Airport	Passengers interlining	
	Number (000s)	Percentage of total Passengers
Aberdeen	202	14.7
Edinburgh	28	1.1
Glasgow	126	2.9
Inverness	2	0.8
Prestwick	0	0.0

Table 81

Top ten interline routes taken through Aberdeen Airport

Route	Passengers (two-way flow)
Oil rigs - Heathrow	16313
Sumburgh - Heathrow	13880
Oil rigs - Manchester	10358
Kirkwall - Heathrow	6475
Oil rigs - Norwich	5297
Wick - Heathrow	5180
Glasgow - Sumburgh	5013
Oil rigs - Tees-side	4646
Sumburgh - Edinburgh	4000
Oil rigs - Gatwick	3944

Table 82

Top six interline routes taken through Edinburgh Airport

Route	Passengers (two-way flow)
Stansted - Aberdeen	3763
Dublin - Aberdeen	2539
Wick - Heathrow	1316
Manchester - Wick	1223
Leeds/Bradford - Aberdeen	1071
Belfast Harbour - Aberdeen	1030

Table 83

Top ten interline routes taken through Glasgow Airport

Route	Passengers (two-way flow)
Stornoway - Heathrow	7263
Heathrow - Benbecular	4443
Inverness - Birmingham	3980
Heathrow - Inverness	3809
Manchester - Inverness	3421
Islay - Heathrow	2998
Manchester - Stornoway	2915
Aberdeen - Birmingham	2794
Aberdeen - Heathrow	2581
Machrihanish - Heathrow	2123

Table 84
 Characteristics of passengers on major scheduled routes from Aberdeen Airport.

Route	UK Passengers			Foreign Passengers					All Business %	All Foreign %	All Leisure %
	Business %	Leisure IT %	Leisure Other %	All UK %	Business %	Leisure IT %	Leisure Other %	All Foreign %			
Heathrow	58.4	3.3	25.9	87.6	8.1	0.1	4.2	12.4	66.4	33.6	
Gatwick	47.4	9.2	30.4	86.9	8.2	0.3	4.5	13.1	55.6	44.4	
Manchester	75.7	3.9	16.3	95.9	3.2	0	0.9	4.1	78.9	21.1	
Amsterdam	33.2	4.3	18.5	56.1	26.5	0.7	16.7	43.9	59.7	40.3	
Stavanger	41.1	0.9	12.1	54.1	30.6	0.1	15.1	45.9	71.7	28.3	
Norwich	84.2	0.1	10.1	94.3	3.1	0	2.5	5.7	87.3	12.7	
Sumburgh	41.6	3.3	48.2	93.1	2.4	0.5	3.9	6.9	44	56	
Glasgow	77.9	0.9	11.6	90.4	5.6	0	4	9.6	83.5	16.5	
Birmingham	76.2	0.5	21.1	97.8	1.9	0	0.3	2.2	78.1	21.9	
Kirkwall	41.3	1.9	52.4	95.6	1.1	0	3.3	4.4	42.4	57.6	
Paris	24.9	14.1	42.9	82	9.3	0	8.7	18	34.2	65.8	
Newcastle	86.9	0	11.8	98.7	1.3	0	0	1.3	88.2	11.8	
Edinburgh	67	0.3	16.5	83.8	11.7	0	4.5	16.2	78.7	21.3	
Humberside	87	0	7.3	94.2	3.6	0	2.2	5.8	90.6	9.4	
Tees-side	93	0	4.3	97.3	2.3	0	0.4	2.7	95.2	4.8	

Table 85
Characteristics of passengers on major scheduled routes from Edinburgh Airport.

Route	UK Passengers			Foreign Passengers					Total Passengers (000s)
	Business %	Leisure		Business %	Leisure		All Foreign %	All Leisure %	
		IT %	Other %		IT %	Other %			
Heathrow	66.8	0.4	13.1	17.6	0.0	2.1	19.7	15.6	1394
Gatwick	25.3	3.0	23.3	27.4	2.1	18.9	48.4	47.3	216
Birmingham	64.1	0.0	32.6	0.8	0.0	2.5	3.2	35.1	142
Manchester	75.6	0.0	19.8	2.0	0.5	2.1	4.6	22.3	98
Amsterdam	21.5	0.0	19.6	27.0	3.1	28.8	58.9	51.5	65
Belfast Harbour	18.9	12.9	32.5	12.5	1.6	21.6	35.7	68.6	65
Paris	18.3	1.4	26.9	10.8	1.0	41.7	53.4	70.9	64
Dublin	93.6	0.0	4.7	0.8	0.0	0.9	1.7	5.6	60
Leeds Bradford	92.8	0.0	4.0	2.5	0.0	0.7	3.2	4.7	33
Stansted	47.1	4.7	35.2	4.5	0.5	8.0	12.9	48.4	31
East Midlands	61.8	0.8	20.7	7.9	0.7	8.2	16.8	30.3	24
Aberdeen	86.0	1.6	6.7	4.3	0.0	1.4	5.7	9.7	22
Norwich	76.6	0.0	20.1	3.4	0.0	0.0	3.4	20.1	14
Brussels	61.6	0.8	35.0	2.2	0.0	0.4	2.7	36.2	12

Table 86
 Characteristics of passengers on major scheduled routes from Glasgow Airport.

Route	UK Passengers			Foreign Passengers				All Business %	All Leisure %	Total Passengers (000s)
	Business %	Leisure IT %	Leisure Other %	All UK %	Business %	Leisure IT %	Leisure Other %			
Heathrow	62.1	0.7	24.7	87.5	6.1	0	6.3	12.5	31.8	1420
Gatwick	52.6	3.9	32.6	89	3.7	0	7.2	11	43.7	238
Birmingham	84	0.4	11.9	96.3	2.5	0	1.2	3.7	13.6	156
Dublin	16.5	1.1	39.8	57.4	12.8	0.4	29.5	42.6	70.8	119
Manchester	78.7	3.7	10.2	92.6	4.1	0	3.3	7.4	17.2	111
East Midlands	75.9	1.5	20.2	97.6	0.8	0.8	1.6	2.4	23.3	88
Belfast Harbour	55.21	0.2	41.1	96.5	0.5	0.2	2.8	3.5	44.2	84
Boston	6.5	2.8	57.6	67	6.7	1.9	24.3	33	86.7	80
Amsterdam	27.7	4.2	19.4	51.3	23.1	3.4	22.2	48.7	49.2	69
Paris	16.9	16.5	45.9	79.3	5.2	0	15.5	20.7	77.9	66
Belfast	48.3	0.2	47.2	95.7	1.8	0	2.5	4.3	49.9	51
Chicago	7.5	3.6	19.5	30.7	9.3	2.7	57.3	69.3	83.2	44
Copenhagen	25.7	2.8	18.4	46.9	21	1	31	53.1	53.2	37
Toronto	4.2	0.3	31.4	35.9	0.5	0.3	63.3	64.1	95.3	36

Table 87
Characteristics of passengers on major scheduled routes from Inverness Airport.

Route	UK Passengers			Foreign Passengers			All UK %	Business %	Leisure IT %	Leisure Other %	All Foreign %	All Business %	All Leisure %	Total Passengers (000s)
	Business %	Leisure IT %	Leisure Other %	Business %	Leisure IT %	Leisure Other %								
Heathrow	41	2	38.7	81.6	4.9	12.9	18.4	46	54	100	131			
Stornoway	52.8	0	44.8	97.6	0.3	2	2.4	53	47	100	28			
Gatwick	21.5	6.6	52.8	80.9	2.8	14.8	19.1	24.3	75.7	100	17			
Glasgow	68.8	2.2	15.4	86.3	5.4	7.9	13.7	74.2	25.8	100	16			
Manchester	28.6	7.1	54.2	89.9	2.9	6.5	10.1	31.4	68.6	100	8			
Sumburgh	61.3	1.6	32.8	95.7	1.2	3.1	4.3	62.6	37.4	100	5			

Table 88
Characteristics of passengers on major scheduled routes from Prestwick Airport.

Route	UK Passengers			Foreign Passengers			All UK %	Business %	Leisure IT %	Leisure Other %	All Foreign %	All Business %	All Leisure %	Total Passengers (000s)
	Business %	Leisure IT %	Leisure Other %	Business %	Leisure IT %	Leisure Other %								
Boston	15.7	4	43.5	63.2	6.8	29.2	36.8	22.5	77.5	100	24			
Toronto	2.4	0.5	31	33.8	2.8	63	66.2	5.2	94.8	100	13			
New York	13.8	0	47.1	60.9	1.8	37.3	39.1	15.6	84.4	100	3			

Table 89
Final air destination of passengers on major gateway routes from Aberdeen Airport

Final International Destination	Airport of Current Flight					
	Amsterdam %	Gatwick %	Manchester %	Heathrow %	Paris %	Glasgow %
None	78.1	69.2	92.0	78.1	81.0	72.5
UK	1.9	1.4	1.4	1.6	0.0	19.9
Europe	7.7	9.5	4.5	11.4	12.4	5.6
Africa	1.6	1.2	0.2	1.7	3.6	0.4
Middle East	0.9	1.3	0.0	0.8	3.0	0.0
Far East	0.9	2.3	0.2	2.0	0.0	0.0
Australasia	0.4	0.5	0.3	0.5	0.0	0.0
North America	6.4	13.6	0.6	3.7	0.0	1.6
South America	0.6	1.0	0.8	0.2	0.0	0.0
Total	100	100	100	100	100	100
Total terminal passengers (000s)	51	98	78	461	17	38

Table 90
Final air destination of passengers on major gateway routes from Edinburgh Airport

Final International Destination	Airport of Current Flight						
	Amsterdam %	Paris %	Glasgow %	Gatwick %	Heathrow %	Manchester %	Toronto %
None	82.1	84.6	84.7	68.9	76.2	89.2	85.7
UK	0.2	0.0	7.7	1.8	0.6	5.6	0.0
Europe	7.7	10.3	0.0	8.0	13.1	4.4	0.0
Africa	1.0	2.0	0.0	1.5	0.9	0.0	0.0
Middle East	2.5	1.5	0.0	1.4	1.1	0.0	0.0
Far East	1.6	1.0	0.0	1.9	1.9	0.0	0.0
Australasia	1.0	0.0	0.0	2.1	1.5	0.0	0.0
North America	2.8	0.5	7.7	12.0	4.3	0.6	14.3
South America	1.1	0.0	0.0	2.3	0.3	0.2	0.0
Total	100	100	100	100	100	100	100
Total terminal passengers (000s)	65	98	2	461	1391	98	14

Table 91

Final air destination of passengers on major gateway routes from Glasgow Airport

Final International Destination	Airport of Current Flight							Toronto %	
	Amsterdam %	Boston %	Paris %	New York %	Gatwick %	Heathrow %	Manchester %		Chicago %
None	81.9	28.7	83.9	74.4	72.5	81.1	85.2	16.8	68.8
UK	0.0	0.0	0.0	0.0	0.5	0.6	3.5	0.0	0.0
Europe	5.0	0.0	10.0	0.0	6.8	8.4	8.1	0.0	0.0
Africa	2.3	0.0	0.8	0.0	1.7	1.2	0.3	0.0	0.0
Middle East	1.5	0.0	1.1	0.0	1.2	1.2	0.0	0.0	0.0
Far East	1.5	0.0	3.4	0.0	2.2	1.7	0.2	0.3	0.0
Australasia	3.1	0.4	0.0	0.0	0.7	1.1	0.0	1.2	0.0
North America	4.7	70.9	0.7	23.8	11.5	4.2	1.9	81.1	31.0
South America	0.0	0.0	0.1	1.8	3.0	0.4	0.8	0.5	0.2
Total	100	100	100	100	100	100	100	100	100
Total terminal passengers (000s)	69.4	80.4	56.7	30.7	236.8	1419.5	110.6	53.8	93.6

Table 92

Final air destination of passengers on major gateway routes from Inverness Airport

Final International Destination	Glasgow %		Airport of Current Flight		Manchester %
	Glasgow %	Gatwick %	Heathrow %	Manchester %	
None	41.8	72.5	77.4	83.5	
UK	35.7	1.1	2.1	1.7	
Europe	7.1	16.5	12.5	11.7	
Africa	0.3	0.6	0.9	0.7	
Middle East	0.1	0.4	1.4	0.0	
Far East	0.2	2.8	1.4	0.9	
Australasia	0.0	1.5	1.1	0.0	
North America	14.8	3.6	3.1	1.5	
South America	0.0	0.9	0.2	0.0	
Total	100	100	100	100	
Total terminal passengers (000s)	16.3	16.3	130.7	7.7	

Table 93

Final air destination of passengers on major gateway routes from Prestwick Airport

Final International Destination	Airport of Current Flight			Toronto %
	Boston %	Manchester %	Toronto %	
None	19.0	100.0	78.4	
UK	0.1	0.0	0.0	
Europe	0.1	0.0	0.0	
Africa	0.0	0.0	0.0	
Middle East	0.0	0.0	0.0	
Far East	0.0	0.0	0.0	
Australasia	0.0	0.0	0.0	
North America	79.6	0.0	21.3	
South America	1.3	0.0	0.3	
Total	100	100	100	
Total terminal passengers (000s)	23.7	0.084	36.6	

Table 94
Reasons for not using direct services from Aberdeen.

Reason for not using a direct flight	Final Airport							
	Amsterdam	Bergen	Birmingham	Paris	Copenhagen	Leeds/Bradford	Heathrow	Stavanger
	%	%	%	%	%	%	%	%
Direct flight fully booked	22.2	0.0	7.8	8.6	1.6	11.6	63.5	0.0
Booked by someone else	0.0	7.1	0.0	13.5	32.1	0.0	5.5	9.0
Booked by travel agent	17.1	0.0	0.0	0.0	11.4	0.0	0.0	0.0
Unaware of direct flight	3.3	2.9	17.9	0.0	0.0	0.0	0.0	0.0
No direct flight that day	8.6	40.2	18.9	11.6	9.1	34.4	0.0	0.0
Timing wrong	29.1	34.9	47.9	62.9	31.4	20.2	0.0	91.0
Other	19.7	14.9	7.5	3.4	14.4	33.8	31.0	0.0
Total	100	100	100	100	100	100	100	100
Total passengers (000s)	2	4	2	4	2	1	2	1

Table 95
Reasons for not using direct services from Edinburgh.

Reason for not using a direct flight	Final Airport					
	Amsterdam	Brussels	Paris	Dusseldorf	Frankfurt	Jersey
	%	%	%	%	%	%
Direct flight fully booked	18.9	0.0	10.4	0.0	0.0	0.0
Booked by someone else	40.5	0.0	3.1	0.0	1.2	0.0
Booked by travel agent	0.0	0.0	0.0	33.9	0.0	4.8
Unaware of direct flight	2.8	3.7	6.3	0.0	11.8	4.4
No direct flight that day	25.0	42.8	3.8	26.6	0.0	78.0
Timing wrong	6.5	20.6	20.0	0.0	73.8	0.0
Other	6.3	32.9	56.4	39.5	13.2	12.8
Total	100	100	100	100	100	100
Total passengers (000s)	3	7	6	1	7	2

Table 96
Reasons for not using direct services from Glasgow.

Reason for not using a direct flight	Final Airport										
	Amsterdam %	Boston %	Brussels %	Paris %	Dusseldorf %	Frankfurt %	Jersey %	New York %	Munich %	Toronto %	Zurich %
Direct flight fully booked	0.0	0.0	2.4	16.7	7.0	0.0	0.0	10.9	6.1	20.1	0.0
Booked by someone else	15.7	12.7	3.7	12.5	19.4	16.2	6.0	23.4	9.3	4.0	0.0
Booked by travel agent	0.0	0.0	1.4	0.0	0.0	11.2	0.0	4.8	5.8	0.0	0.0
Unaware of direct flight	0.0	8.9	3.6	8.7	17.7	10.4	0.0	6.1	37.4	0.0	74.6
No direct flight that day	2.5	0.0	5.5	14.1	9.7	0.0	35.1	9.9	14.5	11.7	4.8
Timing wrong	34.7	24.8	42.3	25.3	30.6	37.1	0.0	7.3	15.9	23.8	15.5
Other	47.1	53.6	41.1	22.7	15.6	25.1	58.9	37.6	11.0	40.4	5.1
Total	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	3	2	7	6	4	5	7	10	3	5	4

Table 97

Growth of terminating passengers by journey purpose and country of residence between 1982 and 1990.

	1982	1990	Growth/ Decline	1982	1990	Growth/ Decline
Aberdeen						
International				Glasgow		
UK business	41815	45482	9%	International	83556	82%
Foreign business	40107	29330	-27%	UK business	65688	69%
UK inclusive tour	42006	28449	-32%	Foreign business	922623	52%
Foreign inclusive tour	771	1290	67%	UK inclusive tour	16877	128%
UK leisure other	12405	25484	105%	Foreign inclusive tour	375056	116%
Foreign leisure other	14318	20129	41%	UK leisure other	192601	227%
				Foreign leisure other		
Domestic						
UK business	544589	681072	25%	Domestic	1485722	77%
Foreign business	67009	51177	-24%	UK business	113978	10%
UK leisure	150781	232322	54%	Foreign business	699239	125%
Foreign leisure	30844	26477	-14%	UK leisure	145151	66%
				Foreign leisure		
Edinburgh						
International				Prestwick		
UK business	10028	40365	303%	International	4729	-40%
Foreign business	11850	33138	180%	UK business	3082	-50%
UK inclusive tour	151640	143752	-5%	Foreign business	11698	3544%
Foreign inclusive tour	3860	4792	24%	UK inclusive tour	321	
UK leisure other	31639	78056	147%	Foreign inclusive tour	498	-94%
Foreign leisure other	27910	62024	122%	UK leisure other	40023	-63%
				Foreign leisure other	30919	-73%
Domestic						
UK business	522876	1301054	149%	All 15 reporting		
Foreign business	99100	13913	35%	Scottish Airports		
UK leisure	182278	488833	168%	International scheduled	428983	246%
Foreign leisure	153918	157972	3%	International charter	1847618	120%
				Domestic scheduled	3491140	173%
				Domestic charter	6029608	94%
					565171	

Table 98

Propensity to fly for Scottish passengers using Aberdeen, Edinburgh, Glasgow, Inverness and Prestwick

Region	Scottish based air passengers (000s)	Scottish population (1) (000s)	Propensity to fly
Highlands and Islands	222	277	0.80
Grampian	656	506	1.30
Tayside	322	394	0.82
Central	267	272	0.98
Fife	288	346	0.83
Lothian	864	750	1.15
Strathclyde	2007	2231	0.90
Borders	52	104	0.50
Dumfriesshire and Galloway	33	148	0.22

(1) 1990 OPCS figures

Table 99

Routing taken by passengers flying between Scottish airports and major European Cities.

Route	Direct %	Indirect %	Total %	Total passengers (000s)
Amsterdam	94.9	5.1	100	195
Paris	85.2	14.8	100	172
Brussels	47.5	52.5	100	46
Dusseldorf	66.2	33.8	100	41
Frankfurt	38.3	61.7	100	37
Zurich	20.8	79.2	100	26
Geneva	0	100	100	19
Milan	0	100	100	14

Table 100
1990 International Scheduled passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Northern Ireland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	128	0.0	43	0.0	0	0.0	0	0.0	0	0.0	0	0.0	128	0.0	0	0.0	0	0.0	124701	6.7	0	0.0	125000	0.3
Birmingham	3097	0.4	15635	1.2	7824	0.3	943780	43.3	199371	15.2	37923	0.1	37923	0.1	19397	0.9	7171	1.0	763	0.0	0	0.0	1238688	2.7
Bristol	0	0.0	160	0.0	0	0.0	1462	0.1	196	0.0	193	0.0	2098	0.0	132426	5.8	11436	1.6	0	0.0	0	0.0	147971	0.3
Cardiff	0	0.0	0	0.0	0	0.0	489	0.0	0	0.0	0	0.0	0	0.0	675	0.0	74102	10.1	0	0.0	0	0.0	75266	0.2
East Midlands	327	0.0	13679	1.0	254	0.0	12678	0.6	133116	10.1	625	0.1	584	0.0	833	0.0	327	0.0	474	0.0	0	0.0	162896	0.4
Edinburgh	985	0.1	0	0.0	0	0.0	0	0.0	86	0.0	0	0.0	0	0.0	0	0.0	0	0.0	186991	10.1	0	0.0	188062	0.4
Gatwick	98982	12.8	168793	12.7	208718	7.1	235285	10.8	185027	14.1	251223	24.3	7313928	23.7	507800	22.3	128311	17.5	230907	12.5	33338	17.4	9361712	20.6
Glasgow	3474	0.4	2478	0.2	2814	0.1	343	0.0	360	0.0	657154	63.6	751	0.0	0	0.0	0	0.0	521532	28.1	309	0.2	532061	1.2
Heathrow	391004	50.4	486155	36.5	861347	29.5	828070	38.0	683713	52.0	22715398	73.6	22715398	73.6	1582349	69.5	424286	57.8	710647	38.3	158030	82.4	29498153	64.9
Leeds/Bradford	4202	0.5	157770	11.8	3504	0.1	158	0.0	1031	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	166665	0.4
Liverpool	1964	0.3	1793	0.1	103247	3.6	0	0.0	302	0.0	0	0.0	302	0.0	0	0.0	2454	0.3	0	0.0	0	0.0	112062	0.2
Luton	612	0.1	3659	0.3	3235	0.1	16204	0.7	33293	2.5	39497	3.8	585405	1.9	12150	0.5	3736	0.5	1277	0.1	0	0.0	699067	1.5
Manchester	87479	11.3	465385	34.9	1726077	59.1	1365336	6.3	71534	5.4	1978	0.2	17926	0.1	7952	0.3	81894	11.2	28643	1.5	74	0.0	2625479	5.8
Newcastle	164804	21.2	12735	1.0	331	0.0	1169	0.1	1768	0.1	0	0.0	575	0.0	490	0.0	164	0.0	9178	0.5	0	0.0	191214	0.4
Prestwick	983	0.1	78	0.0	102	0.0	40	0.0	16	0.0	0	0.0	80	0.0	0	0.0	48	0.0	38418	2.1	139	0.1	39904	0.1
Southampton	0	0.0	0	0.0	155	0.0	240	0.0	155	0.0	0	0.0	37446	0.1	12468	0.5	0	0.0	0	0.0	0	0.0	50464	0.1
Stansted	238	0.0	1840	0.1	818	0.0	942	0.0	4447	0.3	78166	7.6	841	0.0	841	0.0	483	0.1	427	0.0	0	0.0	226056	0.5
Tees-side	17955	2.3	2804	0.2	0	0.0	0	0.0	49	0.0	0	0.0	0	0.0	0	0.0	0	0.0	64	0.0	0	0.0	20872	0.0
Total	776233	100	1333009	100	2920427	100	2177394	100	1314464	100	1032562	100	30849798	100	2277381	100	734411	100	1854023	100	191890	100	45461593	100

Table 101
1990 International Scheduled UK Business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Northern Ireland		Total		
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	44937	10.8	0	0.0	44937	0.5	
Birmingham	0	0.0	5110	1.8	2480	0.4	268419	50.7	89524	24.3	0	0.0	5526	0.1	9734	2.2	1064	0.7	381857	0	0.0	0	0.0	381857	4.4
Bristol	0	0.0	0	0.0	0	0.0	113	0.0	196	0.1	0	0.0	232	0.0	23065	5.2	3209	2.2	26814	0	0.0	0	0.0	26814	0.3
Cardiff	0	0.0	0	0.0	0	0.0	222	0.0	0	0.0	0	0.0	0	0.0	413	0.1	16502	11.5	0	0.0	0	0.0	17137	0.2	
East Midlands	0	0.0	0	0.0	0	0.0	3416	0.6	41571	11.3	120	0.0	0	0.0	0	0.0	327	0.2	0	0.0	0	0.0	53551	0.6	
Edinburgh	788	0.4	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	38549	9.2	0	0.0	39337	0.4	
Gatwick	12868	7.0	21269	7.7	36245	5.2	41165	7.8	32667	8.9	47012	18.3	1026314	19.0	69678	15.6	15601	10.9	41117	9.8	3015	9.7	1346951	15.4	
Glasgow	213	0.1	297	0.1	536	0.1	116	0.0	0	0.0	0	0.0	92	0.0	0	0.0	0	0.0	78184	18.7	0	0.0	79438	0.9	
Heathrow	94273	51.0	85874	31.1	210724	30.0	179725	34.0	176288	47.9	168364	65.6	4243436	78.5	337635	75.5	88982	62.2	207183	49.6	27918	90.0	5820401	66.4	
Leeds/Bradford	2009	1.1	41269	14.9	621	0.1	0	0.0	401	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	44300	0.5	
Liverpool	0	0.0	636	0.2	13654	1.9	0	0.0	302	0.1	0	0.0	0	0.0	0	0.0	407	0.3	0	0.0	0	0.0	15301	0.2	
Luton	332	0.2	854	0.3	278	0.0	3192	0.6	6517	1.8	10766	4.2	66773	1.2	3569	0.8	396	0.3	316	0.1	0	0.0	92994	1.1	
Manchester	14530	7.9	108941	39.4	438090	62.3	32355	6.1	18404	5.0	169	0.1	1614	0.0	1563	0.3	16317	11.4	2147	0.5	74	0.2	634206	7.2	
Newcastle	52629	28.4	2002	0.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	164	0.1	662	0.2	0	0.0	55457	0.6	
Prestwick	0	0.0	7	0.0	7	0.0	0	0.0	0	0.0	0	0.0	32	0.0	0	0.0	16	0.0	4403	1.1	0	0.0	4465	0.1	
Southampton	0	0.0	0	0.0	0	0.0	155	0.0	155	0.0	0	0.0	11376	0.2	1329	0.3	0	0.0	0	0.0	0	0.0	13016	0.1	
Stansted	0	0.0	526	0.2	105	0.0	105	0.0	2007	0.5	30127	11.7	52319	1.0	0	0.0	67	0.0	0	0.0	0	0.0	85257	1.0	
Tees-side	7387	4.0	1481	0.5	0	0.0	0	0.0	49	0.0	0	0.0	0	0.0	0	0.0	0	0.0	64	0.0	0	0.0	8980	0.1	
Total	185029	100	276382	100	702740	100	528984	100	368082	100	256558	100	5408016	100	446387	100	143052	100	417563	100	31007	100	8764401	100	

Table 102

1990 International Scheduled UK Leisure passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales	
	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%	passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Birmingham	1404	0.5	7483	1.3	3576	0.3	276678	34.2	42836	8.3	2781	0.8	20556	0.2	5751	0.6	2116	0.7
Bristol	0	0.0	160	0.0	0	0.0	642	0.1	0	0.0	0	0.0	1298	0.0	40791	4.4	2879	0.9
Cardiff	0	0.0	0	0.0	0	0.0	266	0.0	0	0.0	0	0.0	0	0.0	262	0.0	26909	8.4
East Midlands	327	0.1	2593	0.4	254	0.0	1943	0.2	41124	8.0	0	0.0	584	0.0	833	0.1	0	0.0
Edinburgh	54	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Gatwick	53492	19.2	87713	14.9	97971	8.5	115232	14.3	102775	19.9	107583	29.7	2343725	28.5	257102	27.7	67591	21.0
Glasgow	1795	0.6	1411	0.2	2127	0.2	227	0.0	63	0.0	0	0.0	241	0.0	0	0.0	0	0.0
Heathrow	127260	45.7	222189	37.7	310933	27.1	343311	42.5	279099	54.1	216703	59.8	5611907	68.2	611655	66.0	181098	56.3
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	1005	0.4	43278	7.3	675	0.1	0	0.0	422	0.1	0	0.0	0	0.0	0	0.0	0	0.0
Liverpool	365	0.1	427	0.1	42530	3.7	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Luton	280	0.1	1949	0.3	639	0.1	6421	0.8	16455	3.2	15323	4.2	203303	2.5	2038	0.2	1230	0.4
Manchester	48076	17.3	215785	36.6	687369	59.9	62481	7.7	30607	5.9	738	0.2	5787	0.1	3711	0.4	1509	0.5
Newcastle	39320	14.1	4859	0.8	331	0.0	671	0.1	1768	0.3	0	0.0	218	0.0	0	0.0	38238	11.9
Prestwick	577	0.2	33	0.0	88	0.0	40	0.0	16	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Southampton	0	0.0	0	0.0	155	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Stansted	238	0.1	603	0.1	249	0.0	49	0.0	966	0.2	19161	5.3	39565	0.1	4072	0.4	142	0.0
Tees-side	4004	1.4	346	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	278196	100	588829	100	1146897	100	807960	100	516131	100	362288	100	8233453	100	976838	100	321713	100

Table 103 1990 International Scheduled Foreign Business passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern passengers	Yorkshire/Humber passengers	North West passengers	West Midlands passengers	East Midlands passengers	East Anglia passengers	South East passengers	South West passengers	Wales passengers	Scotland passengers	Northern Ireland passengers	Total passengers	%
Aberdeen	0	43	0	0	0	0	0	0	0	28548	0	28591	0.0
Birmingham	471	2179	194	231832	43667	0	5533	1353	1582	763	0	287575	0.3
Bristol	0	0	0	306	0	0	193	21600	2707	0	0	24806	0.3
Cardiff	0	0	0	0	0	0	0	0	15405	0	0	15405	0.2
East Midlands	0	0	0	2288	24803	0	0	0	0	229	0	28001	0.3
Edinburgh	76	0	0	0	86	0	0	0	0	32976	0	33138	0.4
Gatwick	13434	82	26595	24213	16378	30953	1216556	39447	12832	24481	3924	1427908	16.0
Glasgow	492	0	151	0	0	0	0	0	0	58163	0	58872	0.7
Heathrow	91050	55.4	172658	135971	98959	111157	5147311	209738	59821	182308	18743	6307284	70.8
Inverness	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Leeds/Bradford	348	0	1447	158	0	0	0	0	0	0	0	40243	0.5
Liverpool	452	0.3	12069	2.4	0	0	0	0	817	0	0	13640	0.2
Luton	0	0	86	2834	4952	4824	110593	1811	1586	494	0	127651	1.4
Manchester	8612	5.2	291869	21487	6562	305	3319	1410	13833	1207	0	407132	4.6
Newcastle	44767	27.2	1703	153	0	0	146	334	0	2153	0	49256	0.6
Prestwick	18	0.0	0	0	0	0	16	0	16	2056	0	2122	0.0
Southampton	0	0	0	0	0	0	12184	2190	0	0	0	14374	0.2
Stansted	0	0	305	34	1191	19009	21372	0	22	0	0	41934	0.5
Tees-side	4583	2.8	0	0	0	0	0	0	0	0	0	4973	0.1
Total	164302	100	505376	419275	196597	166248	6517224	277883	108621	333378	22667	8912904	100

Table 104
1990 Foreign Leisure Scheduled International passenger movements between planning regions and airports by surface modes of transport and domestic air services

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales		Scotland		Northern Ireland		Total	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	128	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	128	0.0	0	0.0	0	0.0	21083	5.7	0	0.0	21339	0.2
Birmingham	1222	0.8	862	0.3	1574	0.3	166851	39.6	23344	10.0	945	0.4	6309	0.1	2559	0.4	2409	1.5	0	0.0	0	0.0	206076	1.5
Bristol	0	0.0	0	0.0	0	0.0	401	0.1	0	0.0	193	0.1	374	0.0	46971	7.5	2641	1.6	0	0.0	0	0.0	50580	0.4
Cardiff	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	505	0.2	0	0.0	0	0.0	15286	9.5	0	0.0	0	0.0	15286	0.1
East Midlands	67	0.0	2288	0.9	0	0.0	5032	1.2	25618	11.0	0	0.0	0	0.0	0	0.0	0	0.0	244	0.1	0	0.0	33687	0.2
Edinburgh	19188	12.9	40716	15.3	47907	8.5	54675	13.0	33207	14.2	65675	26.5	2726733	25.5	141573	22.6	32287	20.1	54027	14.7	0	0.0	54094	0.4
Gatwick	974	0.7	704	0.3	0	0.0	0	0.0	297	0.1	0	0.0	418	0.0	0	0.0	0	0.0	33507	9.1	7287	13.0	3202754	23.2
Glasgow	78421	52.7	98525	37.0	167032	29.5	169063	40.1	129367	55.4	160930	65.0	7712745	72.1	423321	67.7	94385	58.6	164678	44.7	208	0.4	167279	1.2
Heathrow	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	65656	17.8	48518	86.5	9147963	66.4
Inverness	841	0.6	34932	13.1	761	0.1	0	0.0	208	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	1147	0.8	427	0.2	36994	6.5	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	36742	0.3
Liverpool	0	0.0	387	0.1	2231	0.4	37556	0.9	5369	2.3	8584	3.5	204735	1.9	4731	0.8	245	0.2	163	0.0	0	0.0	38568	0.3
Luton	16261	10.9	82131	30.8	308749	54.6	20213	4.8	15961	6.8	766	0.3	7206	0.1	1269	0.2	13506	8.4	9099	2.5	0	0.0	230202	1.7
Manchester	28088	18.9	4171	1.6	0	0.0	346	0.1	0	0.0	0	0.0	211	0.0	156	0.0	0	0.0	3439	0.9	0	0.0	475160	3.4
Newcastle	388	0.3	22	0.0	7	0.0	84	0.0	0	0.0	0	0.0	32	0.0	0	0.0	16	0.0	15956	4.3	69	0.1	36410	0.3
Prestwick	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	7617	0.1	4876	0.8	0	0.0	0	0.0	0	0.0	16490	0.1
Southampton	0	0.0	711	0.3	159	0.0	755	0.2	283	0.1	9869	4.0	24598	0.2	217	0.0	251	0.2	285	0.1	0	0.0	12577	0.1
Stansted	1981	1.3	588	0.2	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	37127	0.3
Tees-side	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2569	0.0
Total	148706	100	266464	100	565415	100	421176	100	233654	100	247468	100	10691105	100	625672	100	161026	100	368137	100	56082	100	13784904	100

Table 105
1990 International Charter passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Birmingham	9214	0.8	74991	3.9	35572	1.2	973186	54.9	181601	14.1	4584	0.7	35332	0.4	65431	4.8	30040	3.3
Bristol	0	0.0	421	0.0	1167	0.0	15078	0.9	1539	0.1	524	0.1	9110	0.1	422940	31.1	98396	10.9
Cardiff	0	0.0	303	0.0	1518	0.1	6147	0.3	265	0.0	63	0.0	1986	0.0	51221	3.8	432072	48.0
East Midlands	5254	0.5	177282	9.1	14116	0.5	108947	6.1	390180	30.4	3752	0.6	8991	0.1	3859	0.3	2891	0.3
Edinburgh	1040	0.1	357	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Gatwick	67370	6.0	141216	7.3	93248	3.2	194247	11.0	233691	18.2	329581	53.2	6622442	81.0	735412	54.1	153443	17.0
Glasgow	7080	0.6	0	0.0	0	0.0	111	0.0	730	0.1	0	0.0	0	0.0	0	0.0	157	0.0
Heathrow	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	14735	1.3	168797	8.7	3633	0.1	452	0.0	2543	0.2	0	0.0	380	0.0	0	0.0	65	0.0
Liverpool	76	0.0	535	0.0	23952	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2928	0.3
Luton	11836	1.1	62799	3.2	17383	0.6	103343	5.8	265654	20.7	177745	28.7	858560	10.5	46044	3.4	12318	1.4
Manchester	274875	24.6	1293555	66.6	2751212	93.3	367672	20.8	195271	15.2	11877	1.9	35810	0.4	23024	1.7	166017	18.4
Newcastle	682305	60.9	19838	1.0	2865	0.1	298	0.0	871	0.1	219	0.0	1738	0.0	155	0.0	374	0.0
Prestwick	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Stansted	1653	0.1	3348	0.2	4961	0.2	2166	0.1	12351	1.0	91658	14.8	604910	7.4	10208	0.8	1604	0.2
Tees-side	44086	3.9	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	1119523	100	1943442	100	2949627	100	1771648	100	1284696	100	620002	100	8179259	100	1358295	100	900304	100

Table 106

1990 International Charter IT, UK passenger movements between planning regions and airports by surface modes of transport

	Northern		Yorks/Humber		North West		West Midlands		East Midlands		East Anglia		South East		South West		Wales	
	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%	Passengers	%
Aberdeen	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Birmingham	4468	0.5	59648	3.7	24997	1.1	738245	54.4	140785	13.5	3771	0	26076	0.5	51162	5.0	23952	3.3
Bristol	0	0.0	233	0.0	1089	0.0	9079	0.7	1481	0.1	0	0.0	6018	0.1	331303	32.2	84748	11.8
Cardiff	0	0.0	303	0.0	1286	0.1	4969	0.4	265	0.0	31	0.0	1250	0.0	38411	3.7	334130	46.5
East Midlands	4445	0.5	149229	9.3	10696	0.5	87595	6.5	318007	30.6	3752	0.8	5915	0.1	3859	0.4	2600	0.4
Edinburgh	1040	0.1	357	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Gatwick	43388	5.0	95658	5.9	59994	2.5	135615	10.0	175240	16.9	237617	52.8	4322213	84.4	555986	54.0	119038	16.6
Glasgow	4561	0.5	0	0.0	0	0.0	111	0.0	730	-0.1	0	0.0	94	0.0	0	0.0	0	0.0
Inverness	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Heathrow	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Leeds/Bradford	10973	1.3	140939	8.7	2756	0.1	108	0.0	1554	0.1	0	0.0	283	0.0	0	0.0	0	0.0
Liverpool	76	0.0	535	0.0	18038	0.8	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Luton	9564	1.1	44975	2.8	10552	0.4	81906	6.0	221081	21.3	134445	29.9	571635	11.2	32225	3.1	2277	0.3
Manchester	232030	26.8	1101366	68.3	2231158	94.4	297298	21.9	170244	16.4	9681	2.2	16918	0.3	13242	1.3	7492	1.0
Newcastle	523242	60.4	14612	0.9	1219	0.1	0	0.0	466	0.0	219	0.0	994	0.0	0	0.0	144108	20.0
Prestwick	145	0.0	5	0.0	24	0.0	0	0.0	5	0.0	0	0.0	8	0.0	0	0.0	192	0.0
Southampton	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Stansted	943	0.1	2817	0.2	2620	0.1	1064	0.1	9935	1.0	60423	13.4	169911	3.3	2857	0.3	294	0.0
Tees-side	30827	3.6	1697	0.1	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Total	865702	100	1612373	100	2364429	100	1355990	100	1039794	100	449938	100	5121316	100	1029046	100	718832	100

Table 107
1990 International Charter Leisure Other UK passenger movements between planning regions and airports by surface modes of transport

	Northern	Yorks/Humber	North West	West Midlands	East Midlands	East Anglia	South East	South West	Wales	Scotland	Northern Ireland	Total
	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers
	%	%	%	%	%	%	%	%	%	%	%	%
Aberdeen	0	0	0	0	0	0	0	0	0	1267	0	1267
Birmingham	4348	13637	9639	207960	35441	574	5638	12666	5537	396	0	295836
Bristol	0	187	77	4324	59	524	2790	82356	12977	0	0	103295
Cardiff	0	0	232	1145	0	0	598	10626	84390	0	0	96990
East Midlands	617	26140	3039	18006	62484	0	1460	0	291	115	0	112153
Edinburgh	0	0	0	0	0	0	0	0	0	25411	0	25411
Gatwick	15984	26291	17888	43029	42683	62008	1303514	120435	21636	17491	1405	1672364
Glasgow	1861	0	0	0	0	0	0	0	157	184689	0	186707
Heathrow	0	0	0	0	0	0	0	0	0	0	0	0
Inverness	0	0	0	0	0	0	0	0	0	0	0	0
Leeds/Bradford	3278	25935	651	344	937	0	97	0	65	19	0	31325
Liverpool	0	0	5914	0	0	0	0	0	652	0	0	6566
Luton	1367	13125	5121	18834	37669	36261	186408	9250	2865	2657	34	313592
Manchester	38267	168962	448268	61540	21014	0	10103	9088	16316	38535	0	812094
Newcastle	141650	3902	384	163	147	0	477	155	0	10353	0	157233
Prestwick	1519	248	232	122	36	903	89	0	22	20970	22	24163
Southampton	0	0	0	0	0	0	0	0	0	182	0	182
Stansted	0	214	536	581	1778	22129	61198	1737	314	403	0	88669
Tees-side	9552	1078	0	0	0	0	0	0	0	0	0	11034
Total	218444	279721	491980	356049	202247	122399	1572373	246314	145222	302488	1461	3938697
	100	100	100	100	100	100	100	100	100	100	100	100

Table 108

1990 Domestic passenger movements between planning regions and airports by surface modes of transport

	Northern	Yorks/Humber	North West	West Midlands	East Midlands	East Anglia	South East	South West	Wales	Scotland	Northern Ireland	Total
	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers
	%	%	%	%	%	%	%	%	%	%	%	%
Aberdeen	13322	2543	4164	139	2305	690	2726	0	0	1064234	0	1090123
Birmingham	2315	5000	10244	685648	69720	3097	14494	10899	10511	632	0	812559
Bristol	0	121	0	2832	226	107	1090	57736	1942	0	0	64054
Cardiff	0	0	0	812	15	0	0	1317	27843	0	0	29986
East Midlands	921	52471	1116	31184	304275	3148	807	0	720	0	0	394642
Edinburgh	5680	190	448	0	0	219	821	0	0	2074413	0	2081771
Gatwick	3621	1724	1967	2862	4604	10178	880913	15279	2764	8003	273	932188
Glasgow	6082	1628	483	276	132	0	1001	213	2770	2429598	0	2442183
Heathrow	9099	9459	16200	20218	30953	74070	4730316	322713	44570	29100	105469	5392167
Inverness	114	93	0	18	0	0	418	0	0	210410	0	211053
Leeds/Bradford	6994	441569	9226	558	3642	109	346	298	0	688	0	463432
Liverpool	559	2012	312135	2650	2636	183	1858	740	10612	163	0	333547
Luton	0	0	0	0	30416	7020	168947	0	6	1581	0	207964
Manchester	40324	162589	1581429	60420	39558	1001	3010	2277	58372	3975	0	1952954
Newcastle	554150	3856	434	0	0	0	0	205	164	10471	0	569281
Southampton	2454	5329	5070	11156	8780	3755	332641	51486	2571	2055	0	425296
Stansted	61	342	63	69	2330	29895	64706	234	0	300	0	98000
Tees-side	202767	28943	0	88	80	0	0	0	0	384	0	232262
Total	848465	717859	1942977	818929	499671	133473	6203272	464217	162838	5836008	105742	17739461
	100	100	100	100	100	100	100	100	100	100	100	100

Table 109
Total passenger movements between planning regions and airports by surface modes of transport

	Northern	Yorks/Humber	North West	West Midlands	East Midlands	East Anglia	South East	South West	Wales	Scotland	Northern Ireland	Total
	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers
	%	%	%	%	%	%	%	%	%	%	%	%
Aberdeen	13450	2586	4164	139	2305	690	2854	0	0	1214111	0	1240299
Birmingham	14626	95626	53659	2602614	450693	114071	87749	95726	47722	4981	0	3464782
Bristol	0	703	1167	19372	1961	824	12298	613102	111773	333	0	761531
Cardiff	0	303	1518	7448	280	63	1986	53213	534017	156	0	598983
East Midlands	6502	243433	15486	152810	827570	7525	10382	4692	3937	1409	0	1273746
Edinburgh	7705	547	448	0	86	219	0	821	0	2434074	0	2443900
Gatwick	169973	311733	303933	432394	423322	590983	14816683	1258491	284517	328906	40502	18961437
Glasgow	16636	4106	3297	730	1222	0	1752	213	2927	4086544	517	4117944
Heathrow	400103	495614	877547	848288	714666	731224	27445714	1905062	468856	739747	263499	34890320
Inverness	114	93	0	18	0	0	418	0	0	210410	0	211053
Leeds/Bradford	25931	768136	16362	1168	7217	109	726	298	65	1262	0	821275
Liverpool	2598	4340	441334	2650	2939	183	2160	740	15994	163	0	473100
Luton	12449	66458	20618	119547	329362	224261	1612912	58194	16054	12729	90	2472674
Manchester	402678	1921529	6058718	564627	306363	14856	56746	33253	306283	215543	74	9880670
Newcastle	1401259	36428	3631	1467	2639	219	2313	851	702	71192	0	1520700
Prestwick	983	78	102	40	16	0	80	0	48	38418	139	39904
Southampton	2454	5329	5226	11396	8935	3755	370087	63954	2571	2055	0	475760
Stansted	1952	5531	5842	3177	19128	199720	807471	11283	2087	1505	0	1057695
Tees-side	264807	31748	0	88	129	0	0	0	0	448	0	297220
Total	2744221	3994319	7813032	4767972	3098831	1786037	45232330	4099893	1797553	9363986	304821	85002995

Table 110
Propensity to fly for UK international passengers by planning region and passenger type in 1990

Planning region	1990 UK (1) population (000's)	International UK passengers									
		Scheduled business		Scheduled leisure		Charter inclusive tour		Charter leisure other		Total international	
		passengers (000's)	percentage of population	passengers (000's)	percentage of population	passengers (000's)	percentage of population	passengers (000's)	percentage of population	passengers (000's)	percentage of population
Scotland	5102	418	8.2	735	14.4	1298	25.4	302	5.9	2753	54.0
Northern	3075	185	6.0	278	9.0	866	28.2	218	7.1	1547	50.3
North West	6387	703	11.0	1147	18.0	2364	37.0	492	7.7	4706	73.7
Yorks/Humber-side	4952	276	5.6	589	11.9	1612	32.6	280	5.7	2757	55.7
Wales	2881	143	5.0	322	11.2	719	25.0	145	5.0	1329	46.1
West Midlands	5219	529	10.1	808	15.5	1356	26.0	356	6.8	3049	58.4
East Midlands	4019	368	9.2	516	12.8	1040	25.9	202	5.0	2126	52.9
East Anglia	2059	257	12.5	362	17.6	450	21.9	122	5.9	1191	57.8
South West	4667	447	9.6	927	19.9	1029	22.0	246	5.3	2649	56.8
South East	17458	5408	31.0	8233	47.2	5121	29.3	1572	9.0	20334	116.5
Total	55819	8734	15.6	13917	24.9	15855	28.4	3935	7.0	42441	76.0

(1) Source OPCS Mid year 1990

Table 113

UK international passenger growth between 1987 and 1990 by region

UK Scheduled Business

Region	Growth %
West Midlands	59.3
North West	54.8
Yorks/Humberside	48.4
Wales	47.4
Scotland	45.6
East Midlands	44.3
Northern	41.2
East Anglia	33.9
South West	29.9
South East	28.8

UK Scheduled Leisure

Region	Growth %
North West	56.7
Scotland	52.2
West Midlands	50.2
Yorks/Humberside	48.7
Wales	45.0
Northern	41.1
East Midlands	37.6
East Anglia	34.6
South East	32.4
South West	30.2

UK Charter Non Inclusive Tour

Region	Growth %
North West	-4.1
Northern	-5.6
Scotland	-5.9
West Midlands	-7.8
Yorks/Humberside	-9.4
South West	-11.5
East Anglia	-11.6
Wales	-13.2
East Midlands	-15.1
South East	-18.3

UK Charter Inclusive Tour

Region	Growth %
North West	-3.8
Northern	-4.4
Scotland	-6.3
West Midlands	-7.7
Yorks/Humberside	-8.5
Wales	-11.9
South West	-12.5
East Anglia	-13.6
East Midlands	-14.5
South East	-18.6

Total UK International

Region	Growth %
North West	13.2
West Midlands	11.9
Scotland	11.1
South East	9.2
East Anglia	6.3
Northern	5.6
South West	5.5
Yorks/Humberside	3.9
Wales	2.1
East Midlands	2.0

Table 114

Journey purpose and country of residence by month and airport

Passenger Type	January	February	March	April	May	June	July	August	September	October	November	December	Year
	%	%	%	%	%	%	%	%	%	%	%	%	%
<i>Aberdeen</i>													
Foreign Business	6.6	8.6	3.1	8.7	9.9	7.5	5.1	7.5	7.3	8.6	6.6	6.8	7.2
Foreign Leisure	4.3	2.0	3.2	5.2	2.7	5.0	5.4	6.3	4.5	3.1	3.7	5.5	4.3
UK Business	72.9	69.7	72.0	66.2	64.0	55.2	61.6	57.6	58.5	65.2	76.3	56.8	64.3
UK Leisure	16.2	19.7	21.7	19.9	23.4	32.3	27.9	28.6	29.7	23.1	13.4	30.9	24.2
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	92	88	106	108	115	123	132	124	119	125	114	97	1343
<i>Edinburgh</i>													
Foreign Business	4.6	6.3	5.2	10.2	5.3	9.6	8.7	9.2	9.9	7.4	6.0	4.7	7.4
Foreign Leisure	10.7	4.8	3.1	7.6	4.5	9.7	16.2	18.7	13.1	7.5	3.8	8.2	9.3
UK Business	65.3	68.2	70.7	56.8	71.4	52.8	46.2	41.9	52.0	65.2	71.8	54.8	59.2
UK Leisure	19.4	20.7	21.0	25.4	18.8	27.9	28.9	30.2	25.0	19.9	18.4	32.3	24.1
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	158	165	194	186	201	209	226	217	206	200	183	149	2294
<i>Glasgow</i>													
Foreign Business	5.0	5.2	5.1	5.8	5.8	7.4	4.4	5.4	7.9	6.1	6.4	6.4	5.9
Foreign Leisure	9.4	5.0	5.0	6.9	8.1	11.4	12.6	19.3	16.2	13.2	7.6	8.7	10.7
UK Business	61.7	66.2	64.4	61.1	58.9	47.0	42.3	36.3	45.7	53.8	54.1	52.3	52.6
UK Leisure	23.9	23.6	25.5	26.2	27.2	34.2	40.7	39.0	30.2	26.9	31.9	32.6	30.7
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	202	202	238	234	259	280	303	300	308	294	242	212	3074
<i>Inverness</i>													
Foreign Business							2.9	3.5	4.8	4.4	3.9	4.1	3.9
Foreign Leisure							13.7	18.3	11.5	8.6	4.6	5.5	11.1
UK Business							39.6	30.4	42.6	43.2	59.5	59.9	44.1
UK Leisure							43.8	47.8	41.1	43.8	32.0	30.5	40.9
Total	0	0	0	0	0	0	100	100	100	100	100	100	100
Total passengers (000s)							40	41	41	37	27	25	211
<i>Prestwick</i>													
Foreign Business	4.6	5.5	4.9	4.8	1.2	0.2	0.7	2.4	6.4	0.0	4.9	0.0	3.4
Foreign Leisure	54.8	40.8	33.7	38.5	18.7	16.1	18.5	41.7	31.2	11.3	41.3	16.9	34.5
UK Business	10.7	12.6	10.2	9.5	0.9	1.1	0.5	0.0	0.9	0.0	0.7	0.7	5.2
UK Leisure	29.9	41.1	51.2	47.2	79.2	82.6	80.3	55.9	61.5	88.7	53.1	82.4	56.9
Total	100	100	100	100	100	100	100	100	100	100	100	100	100
Total passengers (000s)	10	7	12	14	6	6	9	18	6	2	1	1	92

Appendix B

Sampling Techniques

B1 The survey ran at Aberdeen, Edinburgh, Glasgow and Prestwick for the calendar year, January to December 1990 and at Inverness for the period July to December. The survey was divided into month long sub periods and shifts were selected so that during each sub period each shift (eg Monday am) was sampled approximately the same number of times. Table B1 details the shift patterns at each of the airports.

B2 Sampling was undertaken in the individual gaterooms for domestic flights and in the main international departure lounges for international flights. At all airports only departing passengers were interviewed. Previous surveys having shown differences in characteristics of arriving and departing passengers were not significant.

B3 Table B1 also shows the team sizes used at the various airports. Generally, teams of interviewers position themselves at the entrance to a gateroom or departure lounge and one interviewer counted the passengers as they entered across a predetermined line. Every third passenger was selected for interview and if an interviewer

was not immediately available, then the contact was handed an identification card and then approached as soon as an interviewer became free. All passengers were counted, apart from children under two years of age.

B4 A constant monitor of flights sampled was then taken by supervisors, to ensure that as far as possible all routes, and in most cases all individual flights, were covered at least once during each month.

B5 It was assumed that those passengers who were candidates for an interview, but who, for one of a variety of reasons were not able to be interviewed, had the same characteristics as those who were successfully interviewed. Table B2 shows the number and proportion of passengers interviewed at each of the airports during the survey period. Overall the success rate was 95%.

B6 The questionnaires used for the five airports have been reproduced on the following pages, together with a copy of the identification card used in the sampling procedure.

Table B1 Summary of Sampling Procedure

<i>Airport</i>	<i>When Sampled</i>	<i>Shift Times</i>	<i>Team Sizes</i>
Aberdeen	1.5 shifts per week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	5
Edinburgh	1.5 shifts	7.5 hours between 0600 and 2400, equally split between am and pm shifts	6 in peak times 4 otherwise
Glasgow	2 shifts a week	7.5 hours between 0600 and 2400, equally split between am and pm shifts	6 in peak times 4 otherwise
Inverness	6 to 7 shifts a week	2 to 7.5 hours between 0600 and 2400 to match traffic	4
Prestwick	Up to 4 shifts a week	2 to 7.5 hours between 0600 and 2400 to match traffic	4

Table B2 Summary of Sample Sizes and Success Rates

<i>Airport</i>	<i>Total Contacts</i>	<i>Interviews</i>	<i>Negative Contacts</i>	<i>Success Rate %</i>
Aberdeen	9,380	9,031	349	96.3
Edinburgh	11,158	10,339	819	92.7
Glasgow	20,137	19,043	1,094	94.6
Inverness	5,662	5,372	290	94.9
Prestwick	6,877	6,720	157	97.7
Total	53,214	50,505	2,709	94.9

Interviewer

Date

Time

Flight No.

Scottish Airports Survey 1990

ABERDEEN AIRPORT

CAA Surveys, Room T416, CAA House
45-59 Kingsway, London WC2B 6TE
Telephone 01-832 6136

Civil Aviation Authority

(For office use only)

FLIGHT TYPE	Scheduled 1	OUTCOME	Full Interview 1
	Charter 2		Partial Interview 2
ROUTE	Domestic 1	NEGATIVE CONTACTS	
	International 2	Refusal 3	
SEX	Male 1	Ineligible 4	
	Female 2	No time 5	
		No English (write in nationality) 6	
	 6	
		Other (write in) 7	

INTRODUCTION

I am carrying out a survey for the Civil Aviation Authority to help in airport planning, can you please tell me

***Q1 In which COUNTRY have you been living for the last 12 months?**.....

If more than 1 Q1a Where are you living now? (up to this trip)

Q1b Will you complete 12 months in that country? Yes Go to Q2
No Go to Q1c

Q1c Which was the last country you lived in for 12 months or more?

If UK

Q2 Where is your HOME in the UK?

TOWN

DISTRICT COUNCIL

REGION

***Q3 Have you arrived at this airport BY AIR within the last 24 hours?**

Yes 1

No 2

***Q4 Did you come to Aberdeen JUST TO CHANGE PLANES or did you have another reason for coming here?**

Other reason 1 Go to Q7

Change planes 2 Go to Q5

***Q5 Which AIRPORT did you fly from?**

.....

***Q6 Which AIRLINE did you fly with?**

..... Go to Q17

***Q7 Where did you begin your journey in the UK to catch THIS flight?**

(Check for transit stops and probe if necessary)

TOWN

DISTRICT COUNCIL

REGION

IF FOREIGN, or UK ORIGIN is NOT HOME

Q8 May I just check did you have a reason for being in (place in Q7) or was this a transit stop?

If transit, go back and ask Q7 again.

Write in reason Go to Q9

Q9 How long did your journey take from (place in Q7)?

--	--	--	--

hours minutes

*Q10 What method of transport did you use to get to this airport?

- | | | | | | | |
|----------------------------------|---|-----------|------------------------------|---|-----------|----------------------------|
| Private car 1 | } | Go to Q11 | Public Bus/Coach 6 | } | Go to Q14 | |
| Off Airport Car Park Bus 2 | | Go to Q12 | Charter Coach 7 | | | |
| Rented Car 3 | | } | Go to Q14 | | | British Rail Coach 8 |
| Taxi/Minicab 4 | | | Hotel Courtesy Coach 9 | | | |
| Walked 5 | | | Other (write in) 10 | | | |

Private Car Users Only

Q11 What has happened to the car you came in?

- | | | | | | |
|---------------------------------------|---|---------------------------------|------------------------------------|---|-----------|
| Driven away 1 | } | Go to Q14 | Parked whilst being seen off .. 3 | } | Go to Q13 |
| Driven to Off-Airport Car Park 2 | | Go to Q12 | Parked On-Airport for trip 4 | | |
| Other (write in) 7 | | Go to Q14 | Parked Off-Airport 5 | | |
| | | Parked, being collected 6 | | | |

Off Airport Car Park Users Only

Q12 Which car park did you use?

Q13 How long will the car be parked?

DAYS		HOURS		MINUTES			

Q14 Including YOURSELF, how many people are travelling in your immediate group?

--	--

Q15 How many people came INTO the airport terminal building just to see you off today?

--	--

Q16 How many pieces of luggage did you/your group CHECK IN here for this flight?

--	--

Q16a Is this your outward or return journey?

- | | | |
|---------|---|------------|
| Outward | 1 | Go to Q16b |
| Return | 2 | Go to Q16c |
| SINGLE | 3 | Go to Q17 |

OUTWARD

RETURN

Q16b How long will you be away?

Q16c How long have you been away?

Weeks		Days		Hours	

*Q17 Which AIRPORT are you travelling to on the flight you are now joining?

*Q18 What is your FLIGHT NUMBER?

*Q19 Are you COMPLETING your air journey at ... (airport in Q17) or are you flying there just to catch another plane?

Completing 1 Go to Q23

Flying on 2 Go to Q20

*Q20 At which airport will you COMPLETE your air journey?

Q21 Which airline will you use to fly from (airport in Q17)

If the airport at Q20 is served directly from here ask Q22 otherwise go to Q24

Q22 Why did you not use the direct service from here?

Q23 What is the cost of your ticket and is it single or return?

Cost	Single	1	}	Go to Q23a
Currency	Return	2		
	Neither	3	}	Go to Q24
	IT	4		

SHOW FARES CARD – A or B

Q23a What type of ticket do you have?

--	--

If passenger completes air journey in EUROPE, SHOW MAP

Q24 In which area is your main destination in Europe?

--	--

SHOW JOURNEY PURPOSE CARD - C

*Q25 What is the CHIEF PURPOSE of your present trip?

BUSINESS

- Accompanying passenger on business (company ticket) 1
- Business 2
- Armed Services 3
- Airline Staff 4
- Contract Home Leave 5
- Overseas Employment
 - Less than 12 months 6
 - 12 months or more 7
- Studies (financed by employer) 8
- Au Pair 9

If FOREIGN resident

NON-BUSINESS

- Accompanying passenger on business (own ticket) 10
 - Holiday - IT/Package - Hotel 11
 - Holiday - IT/Package - Self Catering 12
 - Holiday - Fare paid separately 13
 - Visiting Friends and Relatives 14
 - Migration 15
 - Studies (private/grants) 16
 - Cultural/Sports 17
 - Unaccompanied School Children 18
 - Other 19
- } If UK resident
Go to Q31

If FOREIGN resident

*Q26 What was the reason for your stay in the UK?

--	--

UK PASSENGERS ONLY

Q27 What is your occupation?

Job Title

Qualifications

Responsibilities

- 1
AB
- 2
C1
- 3
C2
- 4
DE

ALL PASSENGERS

Q28 What is the main business of your firm or organisation?

.....

SHOW INCOME CARD - F, G, H or I

Q29 Can you indicate from this card which income group applies to you BEFORE tax and other deductions?

--	--

*Q30 What was the reason for your stay in the UK?

--	--

UK passengers on Inclusive Tours only -
SHOW IT CARD - D

Q31 Which tour company arranged your holiday?

--	--

month year

Q32 When did you book your holiday?

--	--	--	--

ALL PASSENGERS

Q33 Counting only those who are part of your family, how many people are there in your household?

--	--

Q33a How many are children under 16?

--	--

SHOW AGE CARD - E

Q34 Which of these age groups do you come into?

--	--

Groups 1 - 4 CLOSE INTERVIEW

UK PASSENGERS ONLY

Q35 What is the occupation of the head of the household?

Job Title

Qualifications

Responsibilities

- 1
AB
- 2
C1
- 3
C2
- 4
DE

ALL PASSENGERS

SHOW INCOME CARD - F, G, H or I

Q36 Can you indicate from this card the total income of ALL your family living in your home BEFORE tax and other deductions?

--	--

Q9 How long did your journey take from (place in Q7)?

--	--	--	--

hours minutes

*Q10 What method of transport did you use to get to this airport?

- | | | | | | | |
|----------------------------------|---|-----------|------------------------------|---|-----------|----------------------------|
| Private car 1 | } | Go to Q11 | Public Bus/Coach 6 | } | Go to Q14 | |
| Off Airport Car Park Bus 2 | | Go to Q12 | Charter Coach 7 | | | |
| Rented Car 3 | | } | Go to Q14 | | | British Rail Coach 8 |
| Taxi/Minicab 4 | | | Hotel Courtesy Coach 9 | | | |
| Walked 5 | | | Other (write in) 10 | | | |

Private Car Users Only

Q11 What has happened to the car you came in?

- | | | | | |
|---------------------------------------|-----------|------------------------------------|---|-----------|
| Driven away 1 | Go to Q14 | Parked whilst being seen off ... 3 | } | Go to Q13 |
| Driven to Off-Airport Car Park 2 | Go to Q12 | Parked On-Airport for trip 4 | | |
| Other (write in) 7 | Go to Q14 | Parked Off-Airport 5 | | |
| | | Parked, being collected 6 | | |
| | | | | |

Off Airport Car Park Users Only

Q12 Which car park did you use?

Q13 How long will the car be parked?

--	--

DAYS

--	--

HOURS

--	--

MINUTES

Q14 Including YOURSELF, how many people are travelling in your immediate group?

--	--

Q15 How many people came INTO the airport terminal building just to see you off today?

--	--

Q16 How many pieces of luggage did you/your group CHECK IN here for this flight?

--	--

Q16a Is this your outward or return journey?

- | | | |
|---------|---|------------|
| Outward | 1 | Go to Q16b |
| Return | 2 | Go to Q16c |
| SINGLE | 3 | Go to Q17 |

OUTWARD

RETURN

Q16b How long will you be away?

Q16c How long have you been away?

--	--

Weeks

--	--

Days

--	--

Hours

*Q17 Which AIRPORT are you travelling to on the flight you are now joining?

*Q18 What is your FLIGHT NUMBER?

*Q19 Are you COMPLETING your air journey at ... (airport in Q17) or are you flying there just to catch another plane?

Completing 1 Go to Q23
Flying on 2 Go to Q20

*Q20 At which airport will you COMPLETE your air journey?

Q21 Which airline will you use to fly from (airport in Q17)

If the airport at Q20 is served directly from here or Prestwick ask Q22 otherwise go to Q24

Q22 Why did you not use the direct service from here (or Prestwick)?

Q23 What is the cost of your ticket and is it single or return?

Cost	Single	1	}	Go to Q23a
Currency	Return	2		
	Neither	3	}	Go to Q24
	IT	4		

SHOW FARES CARD – A or B

Q23a What type of ticket do you have?

--	--

If passenger completes air journey in EUROPE, SHOW MAP

Q24 In which area is your main destination in Europe?

--	--

SHOW JOURNEY PURPOSE CARD - C

*Q25 What is the CHIEF PURPOSE of your present trip?

BUSINESS

- Accompanying passenger on business (company ticket) 1
- Business 2
- Armed Services 3
- Airline Staff 4
- Contract Home Leave 5
- Overseas Employment 6
- Less than 12 months 6
- 12 months or more 7
- Studies (financed by employer) 8
- Au Pair 9

If FOREIGN resident

NON-BUSINESS

- Accompanying passenger on business (own ticket) 10
 - Holiday - IT/Package - Hotel 11
 - Holiday - IT/Package - Self Catering 12
 - Holiday - Fare paid separately 13
 - Visiting Friends and Relatives 14
 - Migration 15
 - Studies (private/grants) 16
 - Cultural/Sports 17
 - Unaccompanied School Children 18
 - Other 19
- } If UK resident
Go to Q31

If FOREIGN resident

*Q26 What was the reason for your stay in the UK?

--	--

UK PASSENGERS ONLY

Q27 What is your occupation?

Job Title

Qualifications

Responsibilities

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

Q28 What is the main business of your firm or organisation?

.....

SHOW INCOME CARD - F, G, H or I

Q29 Can you indicate from this card which income group applies to you BEFORE tax and other deductions?

--	--

*Q30 What was the reason for your stay in the UK?

--	--

UK passengers on Inclusive Tours only -
SHOW IT CARD - D

Q31 Which tour company arranged your holiday?

--	--

month year

Q32 When did you book your holiday?

--	--

--	--

ALL PASSENGERS

Q33 Counting only those who are part of your family, how many people are there in your household?

--	--

Q33a How many are children under 16?

--	--

SHOW AGE CARD - E

Q34 Which of these age groups do you come into?

--	--

Groups 1 - 4 CLOSE INTERVIEW

UK PASSENGERS ONLY

Q35 What is the occupation of the head of the household?

Job Title

Qualifications

Responsibilities

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

SHOW INCOME CARD - F, G, H or I

Q36 Can you indicate from this card the total income of ALL your family living in your home BEFORE tax and other deductions?

--	--

THANK YOU FOR YOUR HELP

Interviewer

Date

Time

Flight No.

Scottish Airports Survey 1990
GLASGOW AIRPORT

CAA Surveys, Room T416, CAA House
 45-59 Kingsway, London WC2B 6TE
 Telephone 01-832 6136

0	4
---	---

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
----------------------	----------------------	----------------------	----------------------	----------------------	----------------------

(For office use only)

FLIGHT TYPE	Scheduled 1	OUTCOME	Full Interview 1
	Charter 2		Partial Interview 2
ROUTE	Domestic 1	NEGATIVE CONTACTS	
	International 2	Refusal 3	
SEX	Male 1	Ineligible 4	
	Female 2	No time 5	
		No English (write in nationality) 6	
	 6	
		Other (write in) 7	

INTRODUCTION

I am carrying out a survey for the Civil Aviation Authority to help in airport planning, can you please tell me

***Q1 In which COUNTRY have you been living for the last 12 months?**.....

If more than 1 Q1a Where are you living now? (up to this trip)

Q1b Will you complete 12 months in that country? Yes Go to Q2

No Go to Q1c

Q1c Which was the last country you lived in for 12 months or more?

If UK

Q2 Where is your HOME in the UK?

TOWN

DISTRICT COUNCIL

REGION

***Q3 Have you arrived at this airport BY AIR within the last 24 hours?**

Yes 1

No 2

***Q4 Did you come to Glasgow JUST TO CHANGE PLANES or did you have another reason for coming here?**

Other reason 1 Go to Q7

Change planes 2 Go to Q5

***Q7 Where did you begin your journey in the UK to catch THIS flight?**

(Check for transit stops and probe if necessary)

TOWN

DISTRICT COUNCIL

REGION

IF FOREIGN, or UK ORIGIN is NOT HOME

Q8 May I just check did you have a reason for being in (place in Q7) or was this a transit stop?

If transit, go back and ask Q7 again.

Write in reason Go to Q9

***Q5 Which AIRPORT did you fly from?**

.....

***Q6 Which AIRLINE did you fly with?**

..... Go to Q17

Q9 How long did your journey take from (place in Q7)?

--	--	--	--

hours minutes

*Q10 What method of transport did you use to get to this airport?

- | | | | | | |
|--------------------------------|---|-------------|----------------------------|----|-------------|
| Private car | 1 | Go to Q11 | Public Bus/Coach | 6 | } Go to Q14 |
| Off Airport Car Park Bus | 2 | Go to Q12 | Charter Coach | 7 | |
| Rented Car | 3 | } Go to Q14 | British Rail Coach | 8 | |
| Taxi/Minicab | 4 | | Hotel Courtesy Coach | 9 | |
| Walked | 5 | | Other (write in) | 10 | |

Private Car Users Only

Q11 What has happened to the car you came in?

- | | | | | | |
|-------------------------------------|---|-----------|----------------------------------|---|-------------|
| Driven away | 1 | Go to Q14 | Parked whilst being seen off .. | 3 | } Go to Q13 |
| Driven to Off-Airport Car Park | 2 | Go to Q12 | Parked On-Airport for trip | 4 | |
| Other (write in) | 7 | Go to Q14 | Parked Off-Airport | 5 | |
| | | | Parked, being collected | 6 | |

Off Airport Car Park Users Only

Q12 Which car park was that?

- | | | | |
|----------------------------|---|--------------------------------|---|
| Air Lock, Ibrox | 1 | Hillington | 4 |
| Air Park, Linwood | 2 | Sky Park, Hawkhead Rd, Paisley | 5 |
| Flight Park, Renfrew | 3 | Other | 6 |

Q13 How long will the car be parked?

DAYS		HOURS		MINUTES	

Q14 Including YOURSELF, how many people are travelling in your immediate group?

--	--

Q15 How many people came INTO the airport terminal building just to see you off today?

--	--

Q16 How many pieces of luggage did you/your group CHECK IN here for this flight?

--	--

Q16a Is this your outward or return journey?

- | | | |
|---------|---|------------|
| Outward | 1 | Go to Q16b |
| Return | 2 | Go to Q16c |
| SINGLE | 3 | Go to Q17 |

OUTWARD

RETURN

Q16b How long will you be away?

--	--

Weeks

Q16c How long have you been away?

--	--

Days

--	--

Hours

*Q17 Which AIRPORT are you travelling to on the flight you are now joining?

*Q18 What is your FLIGHT NUMBER?

*Q19 Are you COMPLETING your air journey at ... (airport in Q17) or are you flying there just to catch another plane?

Completing 1 Go to Q23

Flying on 2 Go to Q20

*Q20 At which airport will you COMPLETE your air journey?

Q21 Which airline will you use to fly from (airport in Q17)

If the airport at Q20 is served directly from here or Prestwick ask Q22 otherwise go to Q24

Q22 Why did you not use the direct service from here (or Prestwick)?

Q23 What is the cost of your ticket and is it single or return?

Cost Single 1 }
Currency Return 2 } Go to Q23a

Neither 3 }
IT 4 } Go to Q24

SHOW FARES CARD – A or B

Q23a What type of ticket do you have?

--	--

If passenger completes air journey in EUROPE, SHOW MAP

Q24 In which area is your main destination in Europe?

--	--

SHOW JOURNEY PURPOSE CARD - C

*Q25 What is the CHIEF PURPOSE of your present trip?

BUSINESS

- Accompanying passenger on business (company ticket) 1
- Business 2
- Armed Services 3
- Airline Staff 4
- Contract Home Leave 5
- Overseas Employment
 - Less than 12 months 6
 - 12 months or more 7
- Studies (financed by employer) 8
- Au Pair 9

If FOREIGN resident

*Q26 What was the reason for your stay in the UK?

--	--

UK PASSENGERS ONLY

Q27 What is your occupation?

Job Title

Qualifications

Responsibilities

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

Q28 What is the main business of your firm or organisation?

.....

SHOW INCOME CARD - F, G, H or I

Q29 Can you indicate from this card which income group applies to you BEFORE tax and other deductions?

--	--

NON-BUSINESS

- Accompanying passenger on business (own ticket) 10
- Holiday - IT/Package - Hotel 11
- Holiday - IT/Package - Self Catering 12
- Holiday - Fare paid separately 13
- Visiting Friends and Relatives 14
- Migration 15
- Studies (private/grants) 16
- Cultural/Sports 17
- Unaccompanied School Children 18
- Other 19

} If UK resident
Go to Q31

If FOREIGN resident

*Q30 What was the reason for your stay in the UK?

--	--

UK passengers on Inclusive Tours only -
SHOW IT CARD - D

Q31 Which tour company arranged your holiday?

--	--

month year

Q32 When did you book your holiday?

--	--	--	--

ALL PASSENGERS

Q33 Counting only those who are part of your family, how many people are there in your household?

--	--

Q33a How many are children under 16?

--	--

SHOW AGE CARD - E

Q34 Which of these age groups do you come into?

--	--

Groups 1 - 4 CLOSE INTERVIEW

UK PASSENGERS ONLY

Q35 What is the occupation of the head of the household?

Job Title

Qualifications

Responsibilities

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

SHOW INCOME CARD - F, G, H or I

Q36 Can you indicate from this card the total income of ALL your family living in your home BEFORE tax and other deductions?

--	--

THANK YOU FOR YOUR HELP

SCOTTISH AIRPORTS SURVEY 1990

Civil Aviation Authority

Interviewer

INVERNESS AIRPORT

5	1
---	---

Date

--	--	--	--

CAA Surveys, Room T416, CAA House

Time

--	--	--	--

45-59 Kingsway, London, WC2B 6TE

Flight No

Telephone 071-832 6136

--	--	--	--	--	--

(for office use only)

FLIGHT TYPE Scheduled..... 1
Charter..... 2

OUTCOME Full interview..... 1
Partial interview..... 2

ROUTE Domestic..... 1
International..... 2

NEGATIVE CONTACTS
Refusal..... 3
Ineligible..... 4
No time..... 5
No English (write in nationality)..... 6
Other (write in)..... 7

SEX Male..... 1
Female..... 2

INTRODUCTION

I am carrying out a survey for the Civil Aviation Authority to help in airport planning, can you please tell me...

* Q1 In which COUNTRY have you been living for most of the last 12 months?

If UK

Q2 Where is your HOME in the UK? (use MAP 1A or 1B for District or Planning Region)
TOWN.....

DISTRICT COUNCIL.....

REGION.....

* Q3 Have you arrived at this airport BY AIR within the last 24 hours?

Yes 1

No 2

* Q4 Did you come to Inverness JUST TO CHANGE PLANES or did you have another reason for coming here?

Other reason.....1 Go to Q7

Change planes.....2 Go to Q5

* Q7 Where did you begin your journey in the UK to catch THIS flight?

(Check for transit stops and probe if necessary)
(use MAP 1A or 1B for District)

TOWN.....

DISTRICT COUNCIL.....

REGION.....

* Q5 Which AIRPORT did you fly from?

.....

* Q6 Which AIRLINE did you fly with?

..... Go to Q11

Q8 IF FOREIGN, OR UK ORIGIN NOT HOME

May I just check did you have a reason for being in(place in Q7) or was this a transit stop?
If transit, go back and ask Q7 again.

Write in reason..... Go to Q9

Q9 How long did your journey take from.....(place in Q7) ?

hours		mins	

* Q10 What method of transport did you use to get to this airport ?

- | | | | |
|-------------------------------|---|---------------------------|----|
| Private car..... | 1 | Public Bus / Coach..... | 6 |
| Off Airport Car Park Bus..... | 2 | Charter Coach..... | 7 |
| Rented Car..... | 3 | British Rail Coach..... | 8 |
| Taxi / Minicab..... | 4 | Hotel Courtesy Coach..... | 9 |
| Walked..... | 5 | Other(write in)..... | 10 |

Q11 Is this your outward or return journey?

- | | | |
|---------|---|------------|
| Outward | 1 | Go to Q12a |
| Return | 2 | Go to Q12b |
| Single | 3 | Go to Q13 |

OUTWARD

RETURN

Q12a How long will you be away?

Q12b How long have you been away?

--	--

Weeks

--	--

Days

--	--

Hours

Q13 Have you ever flown from Inverness before?

- | | | |
|----------|---|---|
| Yes..... | 1 | Go to Q 14 |
| No..... | 2 | If local go to Q 17
Otherwise go to Q 15 |

Q14 In the last 12 months , how many times have you flown from Inverness on BUSINESS or NON BUSINESS?

BUSINESS

--	--

NON-BUSINESS

--	--

If not resident in the HIDB area or the Moray district ask Q15 (locals go to Q17)

Q15 When was the last time you visited the Highlands and Islands area?

Show MAP 2

NEVER

--

MONTH

--	--

YEAR

--	--

If before 1986 or never go to Q17

Q16 Using this card can you please tell me, in the last 5 years, how many round trips you have made to this area by any method of transport, not counting this trip

	BUSINESS	NON-BUSINESS				
PLANE	<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>			<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>		
CAR	<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>			<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>		
TRAIN	<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>			<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>		
BUS/COACH	<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>			<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>		
OTHER	<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>			<table border="1"><tr><td style="width: 20px; height: 20px;"></td><td style="width: 20px; height: 20px;"></td></tr></table>		

* Q17 Which AIRPORT are you travelling to on the flight you are now joining ?

* Q18 What is your FLIGHT NUMBER?

* Q19 Are you COMPLETING your air journey at ...(airport in Q17) or are you flying there just to change planes?

Completing..... 1 Go to Q24 if in Europe
if not go to Q25

Flying on..... 2 Go to Q20

* Q20 At which airport will you COMPLETE your air journey ?

Q21 Which AIRLINE will you use to fly from (airport in Q17)?.....

If passenger completes air journey in EUROPE, show MAP 3 and ask Q24 if not go to Q25

Q24 In which area is your main destination in EUROPE?.....

--	--

Go to Q 25

(NB. No Q22 or Q23, on Inverness Questionnaire)

SHOW JOURNEY PURPOSE CARD - C

* Q25 What is the CHIEF PURPOSE of your present trip ?

BUSINESS

- Accompanying passenger on business (company paid ticket) 1
- Business 2
- Armed Services 3
- Airline Staff 4
- Contract Home Leave 5
- Overseas Employment 6
 - Less than 12 months 6
 - 12 months or more 7
- Studies (financed by employer) 8
- Au Pair 9

If FOREIGN resident

* Q26 What was the reason for your stay in the UK ?

--	--

UK RESIDENTS ONLY

Q27 What is your occupation ?

Job Title.....
 Qualifications.....
 Responsibilities.....

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

Q28 What is the main business of your firm or organisation ?

.....
 SHOW INCOME CARD - F, G, H or I

Q29 Can you indicate from this card which income group applies to you BEFORE tax and other deductions ?

--	--

NON-BUSINESS

- Accompanying passenger on business (paid for own ticket) 10
- Holiday - IT/ Package-Hotel 11
- Holiday - IT/ Package - Self Catering 12
- Holiday - Fare paid separately 13
- Visiting Friends and Relatives 14
- Migration 15
- Studies (private / grants) 16
- Cultural /Sports 17
- Unaccompanied School Children 18
- Other - Medical 19
- 19

] If UK resident
Go to Q31

If FOREIGN resident

* Q30 What was the reason for your stay in the UK ?

--	--

UK passengers on Inclusive Tours only - SHOW IT CARD - D

Q31 Which tour company arranged your holiday?

--	--

Q32 When did you book your holiday ?

month	

year	

ALL PASSENGERS

Q33 Counting only those who are part of your family, how many people are there in your household including yourself?

--	--

Q33 How many are children under 16?

--	--

SHOW AGE CARD - E

Q34 Which of these age groups do you come into ?

--	--

Groups 1 - 4 CLOSE INTERVIEW

UK RESIDENTS ONLY

Q35 What is the occupation of the head of the household ?

Job Title

Qualifications

Responsibilities

- | | | | |
|----|----|----|----|
| 1 | 2 | 3 | 4 |
| AB | C1 | C2 | DE |

ALL PASSENGERS

SHOW INCOME CARD - F, G, H or I

Q36 Can you indicate from this card the total income of ALL your family living in your home BEFORE tax and other deductions ?

--	--

THANK YOU FOR YOUR HELP

Q9 How long did your journey take from (place in Q7)?

--	--	--	--

hours minutes

*Q10 What method of transport did you use to get to this airport?

- | | | | | |
|----------------------------------|-------------|--------------------------------|-------------|--|
| Private car 1 | } Go to Q14 | Public Bus/Coach 6 | } Go to Q14 | |
| Off Airport Car Park Bus 2 | | Charter Coach 7 | | |
| Rented Car 3 | | Airport Courtesy Coach 8 | | |
| Taxi/Minicab 4 | | Hotel Courtesy Coach 9 | | |
| Walked 5 | | Other (write in) 10 | | |
| | Go to Q11 | | | |
| | Go to Q12 | | | |
| | Go to Q14 | | | |

Private Car Users Only

Q11 What has happened to the car you came in?

- | | | | |
|---------------------------------------|-----------|------------------------------------|-------------|
| Driven away 1 | Go to Q14 | Parked whilst being seen off .. 3 | } Go to Q13 |
| Driven to Off-Airport Car Park 2 | Go to Q12 | Parked On-Airport for trip 4 | |
| Other (write in) 7 | Go to Q14 | Parked Off-Airport 5 | |
| | | Parked, being collected 6 | |
| | | | |

Off Airport Car Park Users Only

Q12 Which car park did you use?

Q13 How long will the car be parked?

--	--

DAYS

--	--

HOURS

--	--

MINUTES

Q14 Including YOURSELF, how many people are travelling in your immediate group?

--	--

Q15 How many people came INTO the airport terminal building just to see you off today?

--	--

Q16 How many pieces of luggage did you/your group CHECK IN here for this flight?

--	--

Q16a Is this your outward or return journey?

- | | | |
|---------|---|------------|
| Outward | 1 | Go to Q16b |
| Return | 2 | Go to Q16c |
| SINGLE | 3 | Go to Q17 |

OUTWARD

RETURN

Q16b How long will you be away?

Q16c How long have you been away?

--	--

Weeks

--	--

Days

--	--

Hours

*Q17 Which AIRPORT are you travelling to on the flight you are now joining?

*Q18 What is your FLIGHT NUMBER?

*Q19 Are you COMPLETING your air journey at ... (airport in Q17) or are you flying there just to catch another plane?

Completing 1 Go to Q23

Flying on 2 Go to Q20

*Q20 At which airport will you COMPLETE your air journey?

Q21 Which airline will you use to fly from (airport in Q17)

If the airport at Q20 is served directly from here ask Q22 otherwise go to Q24

Q22 Why did you not use the direct service from here?

Q23 What is the cost of your ticket and is it single or return?

Cost Single 1 } Go to Q23a
Currency Return 2

Neither 3 } Go to Q24
IT 4

SHOW FARES CARD – A or B

Q23a What type of ticket do you have?

--	--

If passenger completes air journey in EUROPE, SHOW MAP

Q24 In which area is your main destination in Europe?

--	--

***Q25 What is the CHIEF PURPOSE of your present trip?**

BUSINESS

- Accompanying passenger on business (company ticket) 1
- Business 2
- Armed Services 3
- Airline Staff 4
- Contract Home Leave 5
- Overseas Employment 6
- Less than 12 months 6
- 12 months or more 7
- Studies (financed by employer) 8
- Au Pair 9

If FOREIGN resident

NON-BUSINESS

- Accompanying passenger on business (own ticket) 10
 - Holiday - IT/Package - Hotel 11
 - Holiday - IT/Package - Self Catering 12
 - Holiday - Fare paid separately 13
 - Visiting Friends and Relatives 14
 - Migration 15
 - Studies (private/grants) 16
 - Cultural/Sports 17
 - Unaccompanied School Children 18
 - Other 19
- } *If UK resident
Go to Q31*

If FOREIGN resident

***Q26 What was the reason for your stay in the UK?**

--	--

UK PASSENGERS ONLY

Q27 What is your occupation?

Job Title

Qualifications

Responsibilities

- 1
AB
- 2
C1
- 3
C2
- 4
DE

ALL PASSENGERS

Q28 What is the main business of your firm or organisation?

.....

SHOW INCOME CARD - F, G, H or I

Q29 Can you indicate from this card which income group applies to you BEFORE tax and other deductions?

--	--

***Q30 What was the reason for your stay in the UK?**

--	--

*UK passengers on Inclusive Tours only -
SHOW IT CARD - D*

Q31 Which tour company arranged your holiday?

--	--

Q32 When did you book your holiday?

	month		year

ALL PASSENGERS

Q33 Counting only those who are part of your family, how many people are there in your household?

--	--

Q33a How many are children under 16?

--	--

SHOW AGE CARD - E

Q34 Which of these age groups do you come into?

Groups 1 - 4 CLOSE INTERVIEW

--	--

UK PASSENGERS ONLY

Q35 What is the occupation of the head of the household?

Job Title

Qualifications

Responsibilities

- 1
AB
- 2
C1
- 3
C2
- 4
DE

ALL PASSENGERS

SHOW INCOME CARD - F, G, H or I

Q36 Can you indicate from this card the total income of ALL your family living in your home BEFORE tax and other deductions?

--	--

THANK YOU FOR YOUR HELP

Appendix C

Weighting Techniques

C1 The sampling and weighting of the 1990 survey was conducted on a route by route basis. The first stage was to list all scheduled routes operated in and out of the airports by airline and flight number and list all charter routes by airline and destination. The various airport authorities then provided uplift/discharge figures for each month of the survey. The routes were initially broken down by airlines into single sector and multi sector groups. For single sector routes the number of passengers interviewed were added together and divided into the respective monthly figures on a flight by flight basis. Multi sector routes were weighted on final destination of the aircraft, again on a flight by flight basis. Where multi sector and single sector flights were in operation on the same routes they were divided into separate categories. In the majority of cases multi sector routes were unique and therefore weighted separately and when multi sector routes were combined they were usually for flights stopping at the same points. All charter flights were weighted by destination.

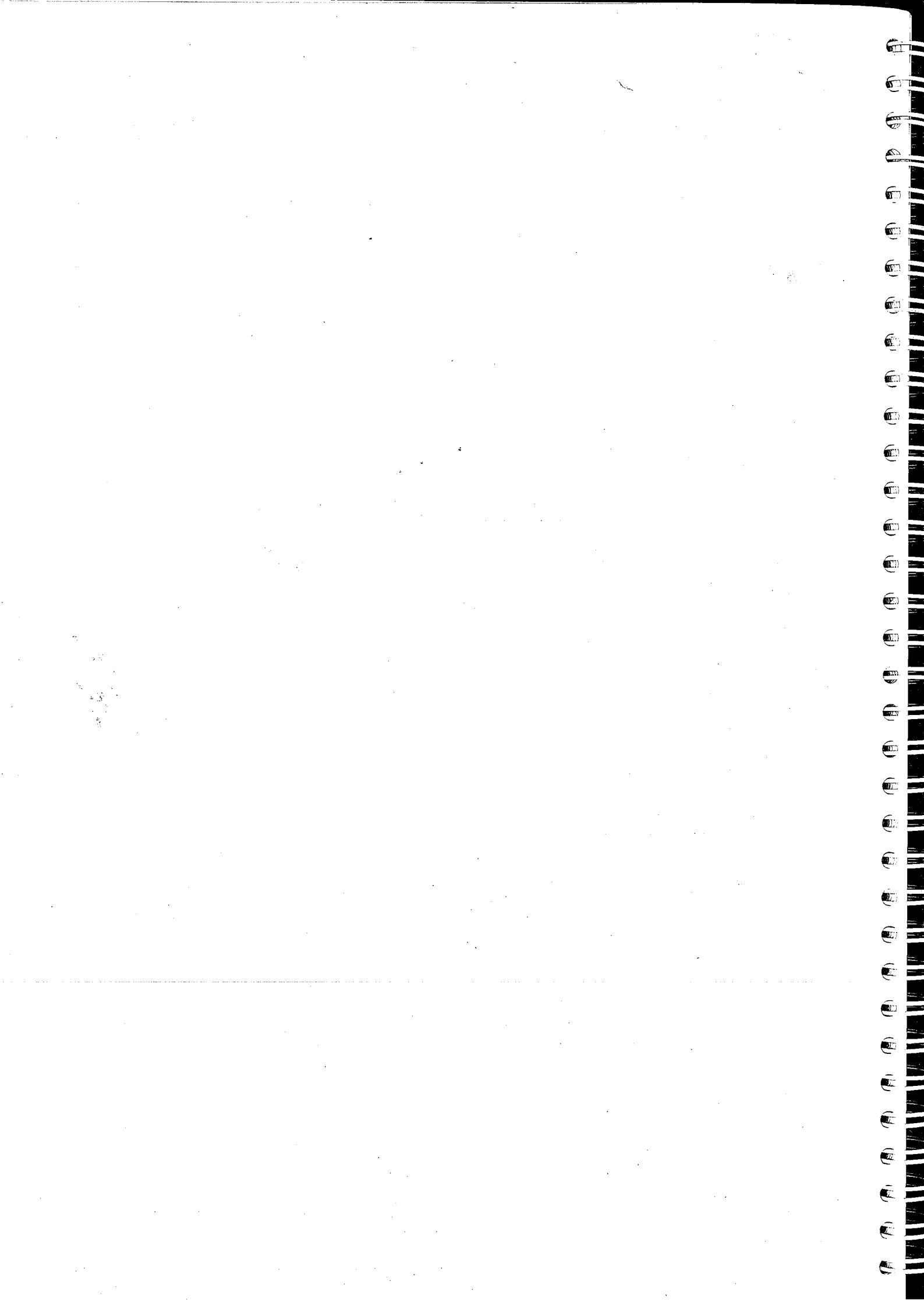
C2 As some flights only operated at times when shifts were not run eg rugby charter flights to Paris when Scotland were playing France, and diversions and most domestic charter flights were not generally covered, the weighted survey totals were different from those published in 1990 annual statistics. The exact differences were as follows for terminal passengers:-

	<i>Weighted Figure</i>	<i>Annual Statistics</i>
Aberdeen (Fixed wing)		
Scheduled	1,096,883	1,097,377
Charter	246,283*	849,805
Edinburgh		
Scheduled	2,293,117	2,292,710
Charter	177,681	199,403
Glasgow		
Scheduled	3,074,808	3,074,774
Charter	1,171,659	1,211,499
Inverness		
Scheduled	212,737	213,151
Prestwick		
Scheduled	39,863	39,894
Charter	50,990	53,062

* Fixed wing passengers only

C3 For domestic/international multi-sector routes eg Glasgow - Birmingham - Dusseldorf, passengers have been counted as international if they were travelling to the international point and domestic if they terminated their journey at a UK airport.

C4 Results from earlier surveys have been reweighted to 1990 levels in order to present an updated national picture. This was done in two stages; firstly airport figures were reweighted using three breakdowns - scheduled international, charter international and domestic. All terminating passengers, ie passengers arriving at or departing from an airport by surface means were weighted in this manner. Passengers interlining through the London airports between international and domestic flights were weighted by domestic route.



Appendix D

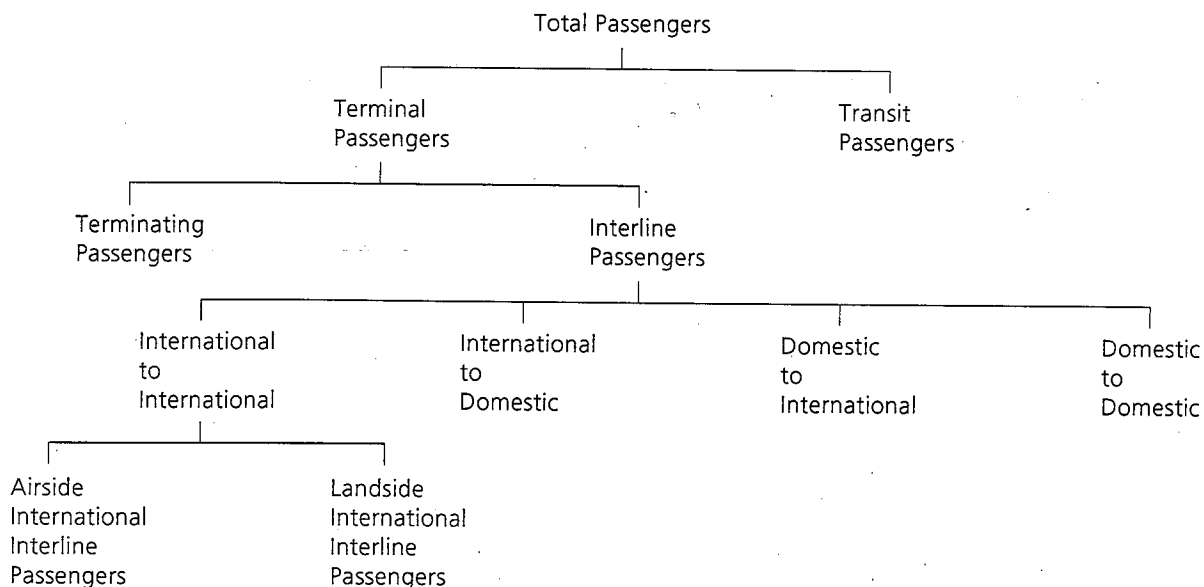
Definitions

Passengers' use of airport

D1 Terminating passengers are passengers who arrive at or depart from an airport by surface modes of transport. Interline passengers are passengers who change aircraft at the airport and have no other reason for visiting the airport. They can be divided into international to international, international to domestic, domestic to international and domestic to domestic interline passengers. An interline passenger constitutes two passenger movements, one arrival and one departure. Thus, a passenger interlining from one international flight to another counts as two international passenger movements. A passenger interlining from a domestic flight to an international flight counts as one domestic movement and one international movement.

There are two distinct types of international to international interline passengers – airside interline and landside interline. Airside interline passengers do not pass through immigration and landside passengers do pass through immigration. Transit passengers are passengers who arrive and depart on the same flight. These passengers do not pass the interview point and normally remain on the aircraft. Terminal passengers are those passengers who join or leave a flight at an airport; they include all passengers with the exception of transit passengers.

The following family tree of relationships shows how the classifications are connected



Origins/destinations

D2 Where a journey has been broken for a reason other than transit, it is considered to restart or finish at that point. The following examples illustrate the definition. Passenger A leaves home in Dundee, travels to Edinburgh, has lunch and then flies out from Edinburgh Airport. This passenger's origin would be Dundee as his reason for being in Edinburgh was transit. Passenger B from Clydebank travels into Glasgow and has a business engagement. He then goes to Glasgow Airport and flies to Paris. This passenger's origin is classified as Glasgow as his journey has been broken for a reason other than transit. A transit stop is defined as the point at which a passenger chooses to break his journey to the airport, the main reason for doing so being to rest. Eg using airport hotels prior to early morning flights, calling in on or staying with relatives etc. For the purpose of analysing the origins and destinations within the United Kingdom of terminating passengers, regions, areas and zones have been defined in terms of boundaries of, respectively, economic planning regions, counties and district council areas. This definition did not extend to Northern Ireland as few passengers travel by surface transport between Northern Ireland and the survey airports. A detailed zonal analysis was confined to those towns and districts. Those further afield were studied by county and those very far distant by economic planning region only. The area of residence of UK residents was recorded using the same zonal system. A detailed list of these regions, area and zones is given at the end of Appendix D.

UK and foreign passengers

D3 A passenger is classified as a UK resident if the UK is the country in which he has lived for most of the last

twelve months. Those residents in a country outside the UK are classified as foreign residents, and coded by area of the world as shown in figure D1.

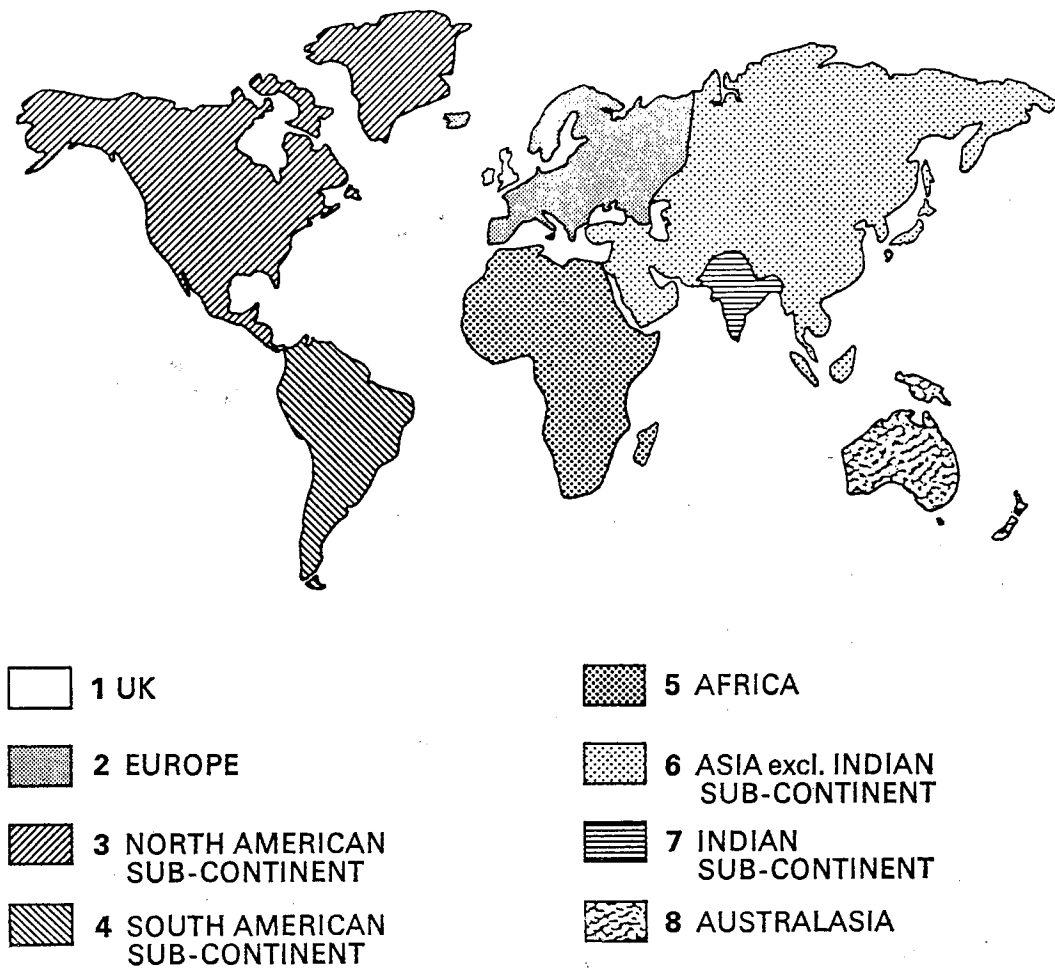


Figure D.1 Illustrates the definition of passengers country of residence

Business and leisure passengers

D4 Journey purpose is classified as business or leisure in the following way.

Business

Armed services
Airline staff
Contract home leave
Overseas employment less than twelve months
twelve months or more
Studies (financed by employer)
Au pair

Leisure

Holiday – IT/package – hotel
Holiday – IT/package – self catering
Holiday – Fare paid separately
Visiting friends and relatives
Migration
Studies (private/grants)
Cultural/sports
Unaccompanied school children
Other

A holiday – Inclusive Tour (IT) is one in which the passenger paid a comprehensive price to include accommodation as well as the air fare. The passenger may be travelling on a scheduled or charter flight.

Domestic and international passengers

D5 A passenger is classified as domestic if his flight is between two points both of which are in the UK (including the Channel Islands). Otherwise he is classified as international.

Modes of transport

D6 Mode of transport refers to the mode of surface transport used nearest the airport, which for outward air passengers was their last mode of transport.

Socio economic group

D7 The occupation group job dictionary produced by the Market Research Society was used to grade passengers.

Table D1

Socio-economic groups

	<i>A</i> <i>Higher managerial, administrative or professional</i>	<i>B</i> <i>Intermediate managerial, administrative or professional</i>	<i>C1</i> <i>Supervisory clerical and junior management, administrative or professional</i>	<i>C2</i> <i>Skilled manual workers</i>	<i>D</i> <i>Semi-skilled or manual workers</i>	<i>E</i>
Armed Forces	Lt. Col. Wing Commander Commander and above	Other Officers: Major, Squadron Leader, Lieut. Cdr. (and below)		All NCO's (inc. Sgt. Major and LAC) All Petty Officers (inc. Able Seaman & Leading Seaman)	Private Aircraftsman, Ordinary Seaman	
Police/Public Services	Superintendent Chief Constable	Inspector Chief Fire Officer	Sergeant Station Sergeant	Constable Leading Fireman/Fireman, Prison Officer	Works Policeman Policeman	
Civil Service/Local Government	Principal grade above, Town Clerk, Treasurer, Borough Surveyor	Executive (or similar) grade senior (qualified) Librarian	Junior grades (clerical) Local Government clerks Jnr, Librarian, Park Superintendent	Foreman, chargehand	Park-keeper caretaker	
Teaching	Headmaster of public school or large grammar school, university prof. (over 750 pupils)	Other head teachers/masters. Other teachers (except primary aged under 30) university lecturer	Primary school teacher (if aged under 30)			
Medical and Allied	Doctor, Dentist, Physician, Surgeon, Specialists	Matron of Hospital, Social Worker (qualified)	Nurse, Sister, Midwife, Pharmacist, Dispenser, Radiographer, Physiotherapist	Ambulance Driver	Ward Orderly, Operating Theatre Attendant	
Banking and Commerce	Bank Manager (large bank), Stockbroker, Stock Jobber	Bank Manager (small bank)	Bank Clerk		Bank Messenger	
Scientific, Technical	Senior industrial scientists, Chemist, Physicist, Botanist, Senior qualified engineer	Industrial Scientist, Qualified engineer	Lab. Assistant/Technician, Draughtsman (Engineering or ship-building)			
Building industry	Surveyor, Estate Agent, Architect, Owner/Manager of firm employing 25+ persons	Owner/Manager of firm employing 5-24 persons	Owner/Manager of firm employing 1-4 persons	Most adult male craftsmen; Bricklayer, Carpenter, Plumber, Painter, Mason, Cranedriver, Foreman (chargehand), Plasterer	Apprentices, labourers and mates to C2 occupations, Paint sprayer, maintenance man	
Coalmining		Colliery Manager		All adult underground workers, eg Coal cutters, Fitter, Getter, Hewer, Miner, Puttar, Deputy	Surface worker	
Textiles & Clothing	Owner/Manager of firm employing 25+ persons	Owner/Manager of firm employing 5-24 persons	Owner/Manager of firm employing 1-4 persons	Boot and shoe maker, Bespoke tailor, cutter, fitter, skilled knitters, skilled workers in rayon or nylon plants, weaver warper, upholsterer	Most manual workers (inc. Machinist)	
Food, Drink Tobacco	Owner/Manager of firm employing 25+ persons	Owner/Manager of firm employing 5-24 persons	Owner/Manager of firm employing 1-4 persons	Baker, Pastry-cook Brewer, Master Butcher, Cook	Majority of workers eg Doughmixer, Ovenman, Bottler, Opener, Stripper, Tobacco Cutter, Kitchen Hand	

Only source of income is state pension and no other earner in household

	A <i>Higher managerial, administrative or professional</i>	B <i>Intermediate managerial, administrative or professional</i>	C1 <i>Supervisory clerical and junior management, administrative or professional</i>	C2 <i>Skilled manual workers</i>	D <i>Semi-skilled or manual workers</i>	E
Metal, Industries and Manufacturing	Owner/Manager of firm employing 25+ persons	Owner/Manager of firm employing 5-24 persons	Owner/Manager of firm employing 1-4 persons	Most adult male skilled workers: Furnaceman, Moulder Smelter, Blacksmith Fitter, Grinder, Millwright, Setter, Toolmaker, Turner, Vehicle Welder, Electrical fitter, Electrician, Linesman, Rubber worker, 'Engineer' (not qualified), Glass-moulder, Shaper, Decorator, Furnaceman, Kilnman	Female factory worker, apprentices, labourers and mates to C2 occupations, Plastic worker, Process worker (glass or ceramics)	
Furniture	Owner/Manager of firm employing 25+ persons	Owner/Manager of firm employing 5-24 persons	Owner/Manager of firm employing 1-4 persons	Carpenter, Joiner, Cabinet Maker, Woodworking machinist	Female Factory worker, apprentice, labourers and mates to C2 occupation	
Farming/ Fishing	Farmer or Manager of farm or market garden employing 25+ persons	Farmer or Manager of farm or market garden employing 5-24 persons	Farmer or Manager of farm or market garden employing 1-4 persons	Skilled and specialised worker, eg shepherd, cowman, cattleman	(Majority of male agricultural workers), Farm labourer, tractor machine driver, forestry worker, timberman, hedger and ditcher	
Retail/ Distributive	Manager of large store or garage employing 25+ persons	Owner or Manager of store or garage employing 5-24 persons. Buyers, sales manager	Owner or Manager of retail shop or garage employing 1-4 persons, Shoe assistant with special training or responsibility	Senior assistants doing manual work. Owner or manager who does most of the work, Vans Salesman	Shop assistant (no special skill or training), warehouseman, storekeeper, roundsman, waitress	
Other Professional Clerical/ Service Occupations	Company Director/Snr Executive, Chartered Accountant, Solicitor/Barrister, Company Secretary, Clergyman or Minister	Departmental Manager, Administrative	Clerk, Typist, Telephonist, Telegraphist Calculating Machine Operator	Hairdresser, Barber	Domestic Servant, Laundry Worker	
Printing	Editor, Senior Journalist	Journalist sub-editor	Proof reader, Composing room superintendent	Most adult skilled male jobs, machineman, Compositor/Linotype operator, typesetter, Process Engraver, foreman/chargehand		
Transport	Commercial airline pilot	Stationmaster, Traffic controller	Bus Inspector	A few better paid jobs: All heavy vehicle drivers, engine driver, fireman, stevedore bus driver, signalmen, passenger guard, AA patrolman	Dock Labourers, bus conductor, railway porter, goods guard, goods guard, cleaner, ticket collector	

Only source of income is state pension and no other earner in household

Table D2
Planning regions

NORTHERN PLANNING REGION

CUMBRIA

Carlisle
Allerdale
Copeland
Eden
South Lakeland
Barrow-in-Furness

NORTHUMBERLAND

Berwick-upon-Tweed
Alnwick
Tyndale
Castle Morpeth
Wansbeck
Blyth Valley

TYNE & WEAR

Newcastle-upon-Tyne
Gateshead
Sunderland
South Tyneside
North Tyneside

DURHAM

Wear Valley
Teesdale
Darlington
Sedgefield
Durham
Easington
Derwentside
Chester-le-Street

CLEVELAND

Hartlepool
Stockton-on-Tees
Langbaurgh
Middlesbrough

YORKSHIRE AND HUMBERSIDE PLANNING REGION

HUMBERSIDE

Kingston-upon-Hull
Grimsby
Cleethorpes
Beverley
Scunthorpe
Holderness
North Wolds
Boothferry
Glanford

SOUTH YORKSHIRE

Sheffield
Rotherham
Doncaster
Barnsley

WEST YORKSHIRE

Wakefield
Kirklees
Calderdale
Bradford
Leeds

NORTH YORKSHIRE

Richmondshire
Craven
Harrogate
Hambleton
Ryedale

York
Selby
Scarborough

EAST MIDLANDS PLANNING REGION

DERBYSHIRE

High Peak
West Derbyshire
North East Derbyshire
Chesterfield
Bolsover
Amber Valley
Erewash
Derby
South Derbyshire

NOTTINGHAMSHIRE

Bassetlaw
Newark
Ashfield
Gedling
Mansfield
Rushcliffe
Broxtowe
Nottingham

LINCOLNSHIRE

West Lindsay
Lincoln
North Kesteven
South Kesteven
South Holland
Boston
East Lindsey

LEICESTERSHIRE

Leicester
Hinckley & Bosworth
Blaby
Harborough
Oadby & Wigston
North West Leicestershire
Charnwood
Melton
Rutland

NORTHAMPTONSHIRE

Corby
Kettering
Daventry
East Northamptonshire
Northampton
Wellingborough
South Northamptonshire

EAST ANGLIA PLANNING REGION

CAMBRIDGESHIRE

Peterborough
Fenland
East Cambridgeshire
Cambridge
South Cambridgeshire
Huntingdon

NORFOLK

West Norfolk
Breckland
North Norfolk
Broadland
Norwich
South Norfolk
Great Yarmouth

SUFFOLK

Forest Heath
St Edmundsbury
Mid Suffolk
Babergh
Suffolk Coastal
Ipswich
Waveney

SOUTH EAST PLANNING REGION

GLC

City of London
Enfield
Barnet
Harrow
Haringey
Waltham Forest
Redbridge
Hillingdon
Brent
Camden
Islington
Hackney
Newham
Barking
Havering
Ealing
City of Westminster
Tower Hamlets
Hammersmith and Fulham
Kensington and Chelsea
Hounslow
Richmond-upon-Thames
Wandsworth
Lambeth
Southwark
Lewisham
Greenwich
Bexley
Kingston-upon-Thames
Merton
Sutton
Croydon
Bromley

SURREY

Spelthorne
Elmbridge
Epsom and Ewell
Reigate and Banstead
Tandridge
Mole Valley
Waverley
Guildford
Woking
Runnymede
Surrey Heath

KENT

Dartford
Gravesham
Medway
Gillingham
Swale
Canterbury
Thanet
Dover
Shepway
Ashford
Tunbridge Wells
Maidstone
Tonbridge and Malling
Sevenoaks

ESSEX

Uttlesford
Braintree
Colchester
Tendring
Maldon
Chelmsford
Epping Forest
Harlow
Brentwood
Basildon
Thurrock
Castle Point
Rochford
Southend-on-Sea

HERTFORDSHIRE

Three Rivers
Watford
Broxbourne
Hertsmere
Welwyn Hatfield
East Hertfordshire
Stevenage
North Hertfordshire
St Albans
Daeorum

WEST SUSSEX

Chichester
Horsham
Crawley
Mid Sussex
Adur
Worthing
Arun

EAST SUSSEX

Hove
Brighton
Lewes
Wealden
Eastbourne
Rother
Hastings

BERKSHIRE

Newbury
Reading
Wokingham
Bracknell
Windsor and Maidenhead
Slough

BEDFORDSHIRE

South Bedfordshire
Luton
Mid Bedfordshire
North Bedfordshire

BUCKINGHAMSHIRE

Milton Keynes
Aylesbury Vale
Chiltern
Wycombe
Beaconsfield

HAMPSHIRE

Basingstoke and Dene
Rushmoor
Hart
Test Valley
Winchester
East Hampshire
Eastleigh
Fareham

Havant
Portsmouth
Gosport
Southampton
New Forest

OXFORDSHIRE
Cherwell
West Oxfordshire
Oxford
South Oxford
Vale of White Horse

ISLE OF WIGHT
Medina
South Wight

**SOUTH WESTERN
PLANNING REGION**

CORNWALL
Penrith
Kerrier
Carrick
Restormel
Caradon
North Cornwall

DEVON
Torrige
North Devon
Mid Devon
East Devon
Exeter
Teignbridge
Torbay
South Hams
Plymouth
West Devon

SOMERSET
West Somerset
Taunton Deane
Yeovil
Mendip
Sedgemoor

AVON
Northavon
Kingswood
Bristol
Woodspring
Bath
Wansdyke

GLOUCESTERSHIRE
Forest of Dean
Gloucester
Tewkesbury
Cheltenham
Cotswold
Stroud

WILTSHIRE
North Wiltshire
Thamesdown
Kennet
West Wiltshire
Salisbury

DORSET
North Dorset
West Dorset
Purbeck
Poole
Wimborne
Christchurch
Bournemouth
Weymouth and Portland

SCILLY ISLES

CHANNEL ISLES

WALES PLANNING REGION

SOUTH GLAMORGAN
Cardiff
Vale of Glamorgan

WEST GLAMORGAN
Swansea
Lliw Valley
Neath
Afan

MID GLAMORGAN
Ogwr
Rhondda
Cynon Valley
Merthyr Tydfil
Rhymney Valley
Taff-Ely

GWENT
Newport
Monmouth
Torfaen
Blaenau Gwent
Islwyn

POWYS
Montgomery
Radnor
Brecknock

DYFED
Ceredigion
Dindefwr
Carmarthen
Llanelli
South Pembrokeshire
Preseli

CLWYD
Colwyn
Glyndwr
Wrexham Maelor
Delyn
Alyn and Deeside
Rhuddlan

GWYNEDD
Isle of Anglesey
Arfon
Aberconwy
Dwyfor
Meirionnydd

**WEST MIDLANDS
PLANNING REGION**

STAFFORDSHIRE
Staffordshire Moorlands
Stoke-on-Trent
Newcastle-under-Lyme
East Staffordshire
Lichfield
Cannock Chase
South Staffordshire
Tamworth
Stafford

WEST MIDLANDS
Wolverhampton
Sandwell
Dudley
Birmingham
Solihull
Coventry
Walsall

WARWICKSHIRE
North Warwickshire
Nuneaton
Rugby
Warwick
Stratford-on-Avon

HEREFORD AND WORCESTER
Leominster
South Herefordshire
Hereford
Malvern Hills
Worcester
Wychavon
Redditch
Bromsgrove
Wyre Forest

SHROPSHIRE
North Shropshire
Oswestry
Shrewsbury and Atcham
The Wrekin
Bridgnorth
South Shropshire

**NORTH WESTERN
PLANNING REGION**

CHESHIRE
Chester
Crewe and Nantwich
Macclesfield
Congleton
Vale Royal
Ellesmere Port and Neston
Halton
Warrington

LANCASHIRE
Lancaster
Wyre
Ribble Valley
Pendle
Burnley
Rossendale
Blackburn
Hyndburn
Chorley
Preston
South Ribble
West Lancashire
Fylde
Blackpool

GREATER MANCHESTER
Manchester
Salford
Stockport
Rochdale
Wigan
Bury
Bolton
Tameside
Trafford
Oldham

MERSEYSIDE
Liverpool
Wirral
Sefton
Knowsley
St Helens

ISLE OF MAN

**SCOTLAND PLANNING
REGION**

HIGHLAND REGION
Zetland and Orkney
Caithness
Ross and Cromarty
Inverness
Badenoch and Strathspey
Lochaber
Nairn
Skye and Lochalsh
Western Isles Island Areas

GRAMPIAN REGION
City of Aberdeen
Moray
Banff and Buchan
Gordon
Kincardine and Deeside
Moray

TAYSIDE
Perth and Kinross
Angus
City of Dundee

CENTRAL REGION
Stirling
Clackmannan
Falkirk

FIFE REGION
North East Fife
Kirkcaldy
Dunfermline

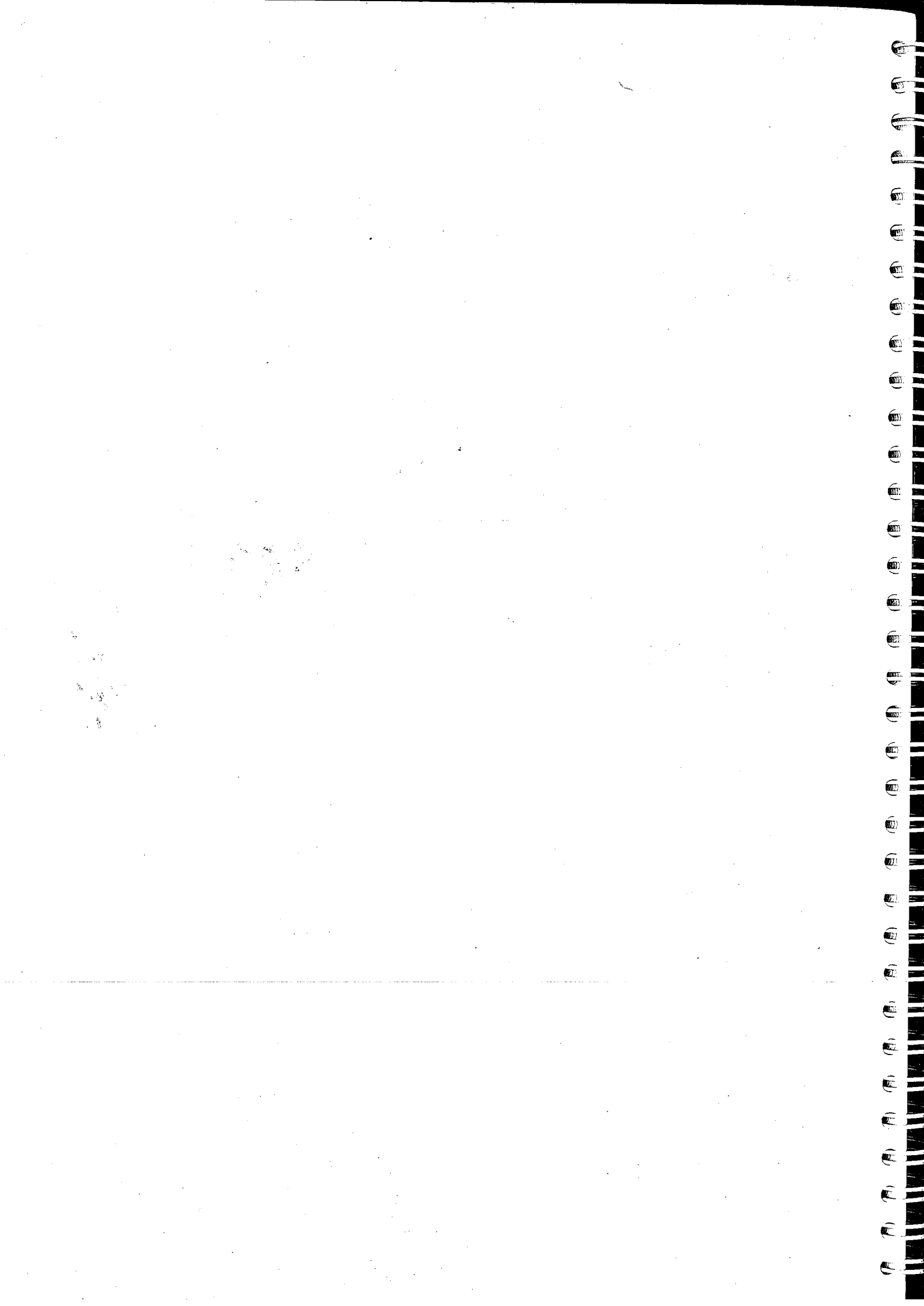
LOTHIAN REGION
City of Edinburgh
West Lothian
Midlothian
East Lothian

STRATHCLYDE REGION
City of Glasgow
Clydebank
Bearsden and Milngavie
Strathkelvin
Cumbernauld and Kilsyth
Monklands
Motherwell
Hamilton
East Kilbride
Eastwood
Kilmarnock and Loudon
Renfrew
Inverclyde
Dumbarton
Cunninghame
Argyll and Bute
Cumnock and Doon Valley
Ayr CC
Kyle and Carrick (excluding Ayr CC)
Lanark

BORDERS REGION
Berwickshire
Tweeddale
Ettrick and Lauderdale
Roxburgh

**DUMFRIES AND GALLOWAY
REGION**
Wigtown
Stewarty
Nithsdale
Annandale and Eskdale

ISLANDS AUTHORITIES
Orkneys
Shetland
Western Isles



Appendix E

Past origin/destination surveys

Table E1
Large scale origin/destination surveys conducted since 1968

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1968	Heathrow Gatwick Luton Southampton Manston	36000	Government Social Survey	Government Social Survey	Board of Trade (now out of print)
1970	Prestwick Glasgow Edinburgh Manchester Liverpool Blackpool	23000	Public Attitude Surveys	Public Attitude Surveys Market Advisory Services Ltd	Department of Trade and Industry SBN 115101756
1971	Newcastle Belfast Birmingham East Midlands Bristol Cardiff Leeds/Bradford	31000	National Opinion Polls Ltd	National Opinion Polls Ltd	Department of Trade and Industry SBN 115101748
1972	Heathrow Gatwick Luton Stansted Southend	37000	Marketing Advisory Services Ltd Office of Populations Censuses and Surveys	Marketing Advisory Services Ltd Surveys Computing Ltd	Civil Aviation Authority CAP 363
1975	Aberdeen Edinburgh Glasgow Prestwick Manchester Birmingham East Midlands	40000	National Opinion Polls Ltd	National Opinion Polls Ltd	Civil Aviation Authority CAP 394
1976	Newcastle Teesside Leeds/Bradford Liverpool Cardiff Bristol Southampton	30000	Louis Harris International Inc	SIA Ltd	Civil Aviation Authority CAP 423
1978	Heathrow Gatwick Luton	64000	National Opinion Polls Ltd	National Opinion Polls Ltd	Civil Aviation Authority CAP 430
1982	Aberdeen Edinburgh Glasgow Prestwick	28000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 497
1983	Birmingham East Midlands Liverpool Manchester	40000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 515

<i>Year</i>	<i>Airports surveyed</i>	<i>Interviews obtained</i>	<i>Fieldwork contractor</i>	<i>Data processing</i>	<i>Report details</i>
1984	Gatwick Heathrow Luton Stansted	118000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 556
1985	Belfast Bristol Cardiff Leeds/Bradford Newcastle Southampton Tees-side	44000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 557
1987	Gatwick Heathrow Luton Manchester Stansted	532000	CAA Surveys	CAA Surveys	Civil Aviation Authority CAP 560
1990	Aberdeen Edinburgh Glasgow Inverness Prestwick	50500	BAA/CAA	CAA Surveys	Civil Aviation Authority CAP 598

E1 Since 1982 the Authority has run its own surveys and during that time has built up a great deal of expertise in the field. In total the field force consists of over three hundred interviewers who are based at 19 UK airports from Aberdeen to Southampton. The Authority would always be pleased to quote for any survey work connected with the Aviation industry.

E2 The Authority also has available detailed information from all past and present surveys. As well as general information specific analysis is available on routes

operated to and from all major UK airports. The scale of charges for such information is largely dependent on the type of analysis required. Applications for further information on all CAA survey matters including analysis should be sent to:

CAA Surveys
T416
Civil Aviation Authority
CAA House, 45-59 Kingsway, London WC2B 6TE